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Thursday, April 6, 1961
Chaitra 16, 1883 (Saka)

LOK SABHA DEBATES

(Thirteenth Session)

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LOK SABHA SECRETARIAT
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LOK SABHA

Thursday, the 6th April, 1961/Chaitra 16, 1883 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Queen's visit to India

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*1357 { **Shri P. G. Deb:**
Shri Arjun Singh Bhadauria:
Shri S. A. Mehdi:
Shri Sampath:
Shri Prakash Vir Shastri:
Shri S. M. Banerjee:
Shri D. C. Sharma:
Shri Raghunath Singh:
Shri Bibhuti Mishra:
Shrimati Mafida Ahmed:
Shri Hem Raj:
Shri A. K. Gopalan:
Shri P. K. Deo:
Shri Sadhan Gupta:
Shri A. M. Tariq:
Shri Shree Narayan Das:
Shri Radha Raman:
Shri Ayyakannu:
Shri P. C. Borooah:
Shri Asnar:
Shri Vajpayee:
Shri Phadia:
Shri Chintamoni Panigrahi:
Shri Dharmalingam: }

Will the **Prime Minister** be pleased to state the total amount spent in connections with the recent visit of Queen Elizabeth to India?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): The Government of India have so far issued expenditure sanctions for a total amount of Rs. 6,55,039·96 nP in connection with the hospitality extended to Her Majesty Queen Elizabeth II and His Royal Highness the Duke of Edinburgh during their visit to India this year.

Shri P. G. Deb: May I know whether in view of the Queen's visit and her long stay in India, the old Commonwealth tie has grown in strength between us and England?

Mr. Speaker: How does it arise out of this question?

श्री अजराज सिंह: जो आंकड़े अभी पार्लियामेंट्री सैक्रेट्री महोदय ने दिये हैं, उनमें क्या वे आंकड़े भी शामिल हैं जो राज्य सरकारों ने महारानी एलिजाबेथ के स्वागत में खर्च किये हैं और क्या इस में वे आंकड़े भी शामिल हैं जो कि सर्किट हाउसिस या सड़कों के पुनर्निर्माण या उनकी मरम्मत आदि पर खर्च हुए हैं ?

श्री साबत अली खां: इस में सब आंकड़े तो शामिल नहीं हैं । बाज राज्य सरकारों ने अभी हमारे पास आंकड़े नहीं भेजे हैं, सिर्फ चार राज्य सरकारों ने भेजे हैं । बहुत से एकाउन्ट अभी लगाने हैं और हिसाब पूरा नहीं है ।

Shri Sadhan Gupta: May I know what is the total foreign exchange involved in the expenses and how much of it has been sanctioned up to date?

Shri Sadath Ali Khan: I would like to have notice of that question

Shri S. M. Banerjee: May I know whether the amount spent in Jaipur for the entertainment of the Queen was solely borne by the Maharaja of Jaipur and whether the durbar ar-

ranged there was with the concurrence of the Government and, if not, what right had the Maharaja to call the durbar?

Mr. Speaker: How can the Parliamentary Secretary say that?

Shri Sadath Ali Khan: We have nothing to do with that. We did not ask the Maharaja to hold the durbar. It was a private party.

Shri S. M. Banerjee *rose*—

Mr. Speaker: Very well, he has answered that question.

Shri Chintamoni Panigrahi: May I know the expenses which have been borne by the Central Government itself that is without taking into consideration the expenses borne by the State Governments in respect of which the accounts have not yet come?

Shri Sadath Ali Khan: If the hon. Member means the expenditure incurred in Delhi, it is Rs. 4,44,731·44 nP.

श्री रघुनाथ सिंह : बनारस, उदयपुर और जयपुर के राजाओं ने कुछ सेंटर से सहायता भी मांगी थी और क्या वह दी गई थी ? दूसरी बात यह है कि इन राजाओं ने जो प्रोग्राम बनाया था, उसको बनाते समय क्या उन्होंने गवर्नमेंट से कुछ सलाह-मश्विरा किया था, आपकी सालह मांगी थी और या नहीं मांगी थी या प्रोग्राम अपने आप बना लिया और सब कार्रवाई कर ली ।

Mr. Speaker: The question relates only to expenses. Whether the Central Government or the State Governments gave any amount to these Rajas is another point.

Shri Sadath Ali Khan: I do not know. I will make enquiries about this. But the programmes were arranged after mutual consultations with the various hosts and.....

Mr. Speaker: We are concerned with the expenditure.

Shri Sadath Ali Khan: I do not know about that. I will find out.

Shri Raghunath Singh: The Parliamentary Secretary has said that so much money has been spent by the Central Government I want to know how much they have spent for the three Rajas.

Shri Sadath Ali Khan: The State Governments spent their own money. We have got the figures, for instance, from Madras, Maharashtra, and others. Some other information is still due.

श्री अ० म० तारिक : जब मलिका मुअज्जिमा का प्रोग्राम शुरू में बनाया गया था तो क्या यह हकीकत है कि जयपुर का प्रोग्राम उसमें शामिल नहीं था और आखिर में जयपुर के महाराजा ने डायरेक्टरली क्वीन से खतोकिताबत कर के उन के वहां जाने के प्रोग्राम को शामिल करवा लिया और अगर यह दुरूस्त है, तो हकूमत हिन्दुस्तान की तरफ से क्या कार्रवाई की गई है ?

[جب ملکہ معظمہ کا پروگرام شروع میں بنایا گیا تھا تو کیا حقیقت ہے کہ جےپور کا پروگرام اس میں شامل نہیں تھا اور آخر میں جےپور کے مہاراجہ نے ڈایریکٹلی قوین سے خط و کتابت کرکے ان کے پروگرام کو شامل کروا لیا اور اگر یہ درست ہے تو حکومت ہندوستان کی طرف سے کیا کاروائی کی گئی ہے -]

अध्यक्ष महोदय : इसके बारे में कुछ नहीं पूछा जाना चाहिये ।

Order, order. We are concerned here with the Central Government. If some foreigner comes and some private person makes a present out of his own income, the Centre is not responsible for that.

Shri A. M. Tariq: Not present. I wanted to know whether it is a fact that when the first programme was made Jaipur was not included in the programme and the Maharaja directly, without informing the Government of India, arranged this with Her Majesty.

Mr. Speaker: We are not concerned with it here. The question is about the expenses incurred.

Shri D. C. Sharma: May I know if the Government has any break-up with regard to the films and documentaries that were produced in India with regard tho the Queen's visit, and if the Government has earned some criticism on these films from the papers?

Shri Sadath Ali Khan: I have not got the break-up of these figures about films and documentaries, and I am not aware of any criticism made in regard to these things.

श्री म० ला० द्विवेदी : मैं जानना चाहता हूं कि जयपुर में जो दरबार हुआ.....

अध्यक्ष महोदय : उसके बारे में क्यों पूछते हैं। कई बार कहा जा चुका है कि यह प्रश्न टोटल एमाउण्ट के बारे में है है।

श्री म० ला० द्विवेदी : उसमें क्या मुख्य मंत्री सुखाडिया और दूसरे मंत्री मंडल के मदस्यों को राष्ट्रीय पोषाक में जाने की मनाहदी कर दी गई थी ?

Mr. Speaker: That does not arise out of this question.

Shri M. L. Dwivedi: It was in connection with the Queen's visit.

Mr. Speaker: Everything is in connection with the Queen's visit. Here it is a question of the expenses.

Shri Ansar Harvani: May I know whether the Maharaja of Jaipur and the Maharaja of Banaras have approached the Government of India to exempt the expenses incurred by them in connection with the Queen's visit from the Expenditure Tax?

Shri Sadath Ali Khan: I do not know about that.

Shri Achar: Large amounts seem to have been spent on making roads, putting up arches etc. in connection with the Queen's visit by municipalities and State Governments. May I know whether the amount mentioned by ahe Parliamentary Secretary includes that also; if not, what is the amount spent by them?

Shri Sadath Ali Khan: The Prime Minister said the other day in this House that most of the expenditure incurred on roads was in connection with the Republic Day arrangements; the roads had to be widened and so on.

Mr. Speaker: After all the items of expenditure have come and the whole account is received, I would request the hon. Parliamentary Secretary to place it on the Table of the House, under all heads.

Shri Ramanathan Chettiar: May I know . . .

Mr. Speaker: Order, order. The hon. Member is not one of the sponsors of the question. I am allowing him indulgence though he has not tabled even one question. I am allowing him an oppotrunity to put supplementaries on every question. But he cannot force me to do so by rising and starting to put a question.

As I suggested, after he gets full information the hon. Parliamentary Secretary will instruct his office to send the full accounts that are available under all the heads in connection with the Queen's visit, except what has been spent in the normal course, and lay it on the Table.

Shri A. M. Tariq: Another direction also may be given, Sir, that they should place the accounts about the hunting trip.

Shri Morarka: Since you are directing that the detailed accounts should be placed on the Table of the House, may I make a submission? The other day the hon. the Prime Minister said that the expenditure incurred on the visit of Mr. Khrushchev was much more than what has been incurred on the visit of the Queen. Would you kindly direct that details of the expenditure incurred during the visit of Mr. Khrushchev and President Eisenhower may also be placed on the Table?

Mr. Speaker: It does not arise out of this question. I would not have said this but for the fact that the hon. the Parliamentary Secretary had said that so far as the accounts from the various States are concerned, a few have come and the others are coming. So I said that if they are coming, let them be placed on the Table of the House, let the House be informed. If they had come, the Parliamentary Secretary would have given the details even now. So I am only asking him to lay on it on the Table when the whole account is available.

चपरासियों की पदावली

*१३५९. **श्री भक्त दर्शन:** क्या प्रधान मंत्री ३० नवम्बर, १९६० के तारांकित प्रश्न संख्या ५९१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) जब से उन्होंने आदेश दिये हैं कि चपरासियों की पदावली समाप्त कर दी जाये, तब से अब तक कितने चपरासी कम किये गये हैं ;

(ख) क्या विभिन्न मंत्रालयों ने इस आशय की शिकायतें की हैं कि हरकारा प्रणाली सफल नहीं रही है और उससे उनकी कठिनाइयां बढ़ गई हैं ; और

(ग) यदि हां, तो पहिले की स्थिति लाने अथवा वर्तमान स्थिति में सुधार करने के लिये कौन से कदम उठाये जा रहे हैं ?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (c). The messenger service is being run with 757 men short of the sanctioned strength of peons according to prescribed scales. It takes time to alter a practice of such long standing as this. Scattered accommodation also is a problem. These difficulties and inconveniences are thrown up from time to time and attempts are made to meet them to the extent feasible. There is no question of abandoning the decision that the peon system will be steadily replaced by the messenger system.

श्री भक्त दर्शन : श्रीमन् । जब से प्रधान मंत्री जी ने ये नए आदेश दिये हैं क्या किसी चपड़ासी को इस पद से हटाया भी गया है । और अगर हटाया गया है, तो क्या उसके लिए कोई दूसरे रोजगार की व्यवस्था भी की गई है या नहीं की गई है ?

श्री सादत अली खां : जी नहीं, कोई चपड़ासी हटाया नहीं गया है और न किसी को हटाने का इरादा है । जो चपड़ासियों का काम था और जो इनके सुपुर्द हुआ है, उस काम का तईनुन कर दिया गया है कि वहां वे काम करेंगे । कोई हटाया अपनी जगह से नहीं गया है और न हटाया जायेगा ।

श्री भक्त दर्शन : श्रीमन् । क्या गवर्नमेंट के ध्यान में यह आया है कि जब से चपड़ासियों की भर्ती पर रोक लगाई गई है तब से विभागों के जो अध्यक्ष हैं, वे उनकी तरक्की के रास्ते में इसलिए रुकावटें डाल रहे हैं और उनको क्लास ३ में इसलिए प्रोमोशन नहीं दे रहे हैं कि वे इनकी फिर भर्ती नहीं कर सकते हैं ? इस प्रकार अब तो मैट्रिक पास करना भी जुर्म हो गया है । मैं जानना चाहता हूं कि क्या इस पर विचार किया जायेगा और क्या इस तरह के आदेश दिये जायेंगे कि जो क्लास ४ में क्वालिफाइड लोग हैं, उनके प्रोमोशन में रुकावटें न डाली जायें ?

Shri Sadath Ali Khan: This is a suggestion for action

Occupation of Indian Territory by Pakistan

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1360. **Shri Assar:**
Shri Ram Krishan Gupta:
Shri Vajpayee:

Will the **Prime Minister** be pleased to refer to the reply given to Starred Question No. 792 on the 8th December, 1960 and state:

(a) whether Government have enquired into the question of occupation of the area known as Jalaiya area in Amarpur and Sabroom subdivision of Tripura by Pakistan; and

(b) if so, with what result?

The Parliamentary Secretary to the Minister of External Affairs (Shri J. N. Hazarika): (a) and (b). Yes, Sir. Reports have been received from the local people that twelve Pakistani families have lately moved into this area. This is a disputed area and there is an understanding that nationals of either country will not be encouraged to cross into this area, pending settlement of the dispute. Tripura Administration have taken up the matter with the Government of East Pakistan.

Shri Assar: Last time, it was stated that this question had been pending from 1952. May I know what time it will take to finalise this matter?

Shri J. N. Hazarika: According to the October, 1959 agreement, the Pakistan Government have to submit their notes in detail to the Government of India, and the Government of India have to submit details to the Pakistan Government with respect to their claims, or the grounds on which those claims could be established. While we have submitted our claims, we have not received any notes from the Pakistan Government so far. As soon as we get the notes from Pakistan, we shall see what steps we have to take accordingly.

Shri Hem Barua: In view of the fact that Tripura was a native State under British rule, and it acceded to the Indian Union, and as such our boundary was well defined, how can there be any dispute between the Tripura State and Pakistan over boundaries?

Shri J. N. Hazarika: Actually, there is a background to this dispute. Even before 1932, this dispute was there. The then Tripura State claimed that one river called the Taindong should be the eastern boundary of Tripura, but the British authority of Bengal claimed that it should be the Rangafeni which should form the boundary, but, later on, on account of the pressure exercised by the British resident in Tripura, it was agreed that one river called the Aslong should be the boundary. This was more or less informally agreed but when Partition came, Pakistan authorities claimed the other river, namely the Rangfeni as the boundary. So, there is a dispute.

Shri Tyagi: The hon. Parliamentary Secretary has stated that Tripura has been looking into this matter or has been negotiating. Since the other party to the negotiations is a foreign country, may I know whether Tripura Administration is doing it on behalf of the External Affairs Ministry or they are doing it under instructions from the External Affairs Ministry?

Shri J. N. Hazarika: Last time, the Prime Minister said in this House that the Tripura Administration officials are supplied the notes required for te purpose, to support our claims, and the Pakistan officials also have to supply the notes from their side. As soon as all the details are made available, the External Affairs Ministry will take it up at various levels to solve the problem.

Mr. Speaker: What is the difficulty in this? It is a Union Territory? How can the officials of that territory negotiate themselves? They are not independent Princes there.

Shri Tyagi: I wanted to know whether that Administration is acting independently or under the advice of the External Affairs Ministry.

Mr. Speaker: How can it act independently?

Shri Tyagi: That was what I wanted to know, namely whether the Tripura Administration is doing it on the advice of the External Affairs Ministry.

Mr. Speaker: They will collect and then send it on to the External Affairs Ministry.

Shri Tyagi: That was what I wanted him to say.

Shri J. N. Hazarika: It is done by the External Affairs Ministry.

Mr. Speaker: These things should be collected by the officials there and sent to the External Affairs Ministry; on the Pakistan side, their officials are gathering things and sending them on to that Government.

Shri Tyagi: Meanwhile, the territory remains occupied by foreigners. They have not vacated it. What steps are being taken to get it vacated, until the dispute is settled?

Shri J. N. Hazarika: The District Magistrate of Tripura has already taken it up with his counterpart, namely the Deputy Commissioner of Chittagong Hill Tracts. Also, the Tripura Administration has taken it up with the East Pakistan Government, asking them whether it is a fact and if so, under what circumstances, these Pakistani nationals have crossed into that territory. As soon as the reply is received from them, then, we shall see what steps we have to take.

श्री प्रकाश वीर शास्त्री : क्या मैं जान सकता हूं कि पिछले वर्ष त्रिपुरा के इस क्षेत्र के अतिरिक्त भी भारत के किसी सीमावर्ती प्रदेश को पाकिस्तानियों ने अपने देश में मिलाने का सफल या असफल प्रयत्न किया है ? यदि हां, तो क्या उसको ले कर कोई विवाद भी हुआ ?

Shri J. N. Hazarika: I could not follow the question.

Mr. Speaker: Will the hon. Member kindly repeat the question in English?

Shri Balraj Madhok: May I know whether during last year, there were other disputes also like this, in which Pakistan occupied some area of Indian territory in some other parts, and if so, whether any efforts, successful or unsuccessful were made to have those areas vacated?

Shri J. N. Hazarika: Not in the Tripura area.

Shri Chintamoni Panigrahi: May I know whether Government are aware of the time or the day when the Pakistani nationals occupied this territory, and also whether there are any other areas of dispute in Tripura, which have been brought to the notice of Government?

Shri J. N. Hazarika: The Feni river is in dispute. In the upper reaches, there are three streams, and the dispute is on which of these three streams should form the boundary; in the lower reaches of the Feni, the dispute is on whether the left bank or the right bank of the river should go to Pakistan or to India. This is the dispute. This is part of the larger dispute, as the hon. Prime Minister said the other day.

Shri Hem Barua: May I know whether it is a fact that this tract between the Feni and the Rangafeni was originally under the occupation of India, and then the Pakistani nationals came in and demolished the boundary portions and then occupied this tract and if so, whether any attempt has been made to push them out?

Shri J. N. Hazarika: This is a disputed area recognised by both the parties, Pakistan as well as India, and no one is to enter there according to the agreement. But, some time back, some tribal families crossed there and they re-claimed certain lands as theirs. It has now been reported that 12 Pakistani families have come across, and are staying there. We are taking steps to see that these families go away.

Shri S. M. Banerjee: May I know whether apart from this particular disputed area, whether the Government of India have assessed the land under Pakistan's possession, that is, Indian land in unauthorised possession of Pakistan, and if so, what steps have been taken to see that they vacate those areas?

Mr. Speaker: The same question was put by Shri Prakash Vir Shastri.

Shri J. N. Hazarika: This strip of land is not occupied by the Pakistan authorities.

Shri S. M. Banerjee: May I know whether Government have been able to assess the total land under Pakistan's possession which they are unauthorisedly occupying?

Shri J. N. Hazarika: This land is a disputed area, and Pakistan actually wanted to establish its outposts in 1958; we protested, and they did not do that.

Provident Fund Scheme

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*1362. **Shri A. M. Tariq:**
Shri Ram Krishan Gupta:
Shri Pangarkar:

Will the Minister of **Labour and Employment** be pleased to state:

(a) whether the tripartite conference has considered the recommendations made by the Study Group on Social Security regarding the conversion of Provident Fund Scheme into an old age and|or survivorship pension (for widows and children); and

(b) if so, the results thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) Not yet.

(b) Does not arise.

श्री अ० म० तारिक : मैं जानना चाहता हूं कि गवर्नमेंट कब तक इस चीज को फैसला कर लेगी और कब तक उस को ऐवान के सामने रक्खा जायेगा ?

[شری ع - م - طارق - میں جاننا چاہتا ہوں کہ گورنمنٹ کب تک اس چیز کو فیصل کرلے گی اور کب تک اس کو ایوان کے سامنے رکھا جوئے گا -]

श्री आबिद अली : कब तक यह चीज मुय्यन हो जायेगी यह कहना मुश्किल है क्योंकि इस बारे में और कुछ तहकीकात करनी है और सम्बन्धित संस्थाओं से भी सलाह करनी है । काफी वक्त लगेगा, ऐसा खयाल है ।

श्री अ० मु० तारिक : मैं जानना चाहता हूं कि उन लोगों में जो इस से मुतास्सिका हैं, अफसरान या पेंशनर या प्राविडेंट फंड वाले, उन से कोई भी कोई राय तलब गई है ? और अगर राय तलब की गई है तो इस सिलसिले में उन का राय क्या है ?

[شری ع - ایم - طارق - میں یہ جاننا چاہتا ہوں کہ ان لوگوں سے جو اس سے متعلق ہوں - افسران یا پینشنر یا پراویڈینٹ فنڈ والے - ان سے بھی کوئی رائے طلب کی گئی ہے - اور اگر رائے طلب کی گئی ہے تو اس سلسلہ میں ان کی رائے کیا ہے -]

श्री आबिद अली : जहां तक वर्कर्स के नमाइंदों का ताल्लक है और कारखानेदारों के नमाइंदों का ताल्लक है, उन से तो सलाह की गई है, कुछ मुखालिफ हैं कुछ मुआफिक ।

श्री रामसिंह भाई वर्मा : क्या माननीय मंत्री जी यह बतलाने का कष्ट करेंगे कि जब तक इस अध्ययन दल की सिफारिशों को कार्य रूप नहीं दिया जाता तब तक क्या वृद्ध लोगों के रिटायर होने पर उन को ग्रैचुइटी देने का विचार किया जायेगा ?

श्री आबिद अली : कहीं कहीं तो मामले ऐडजुडिकेशन के सामने गये हैं और ग्रैचुइटी मिली भी है । किसी खास मामले में जब हम से दरख्वास्त की जाती है तो ऐडजुडिकेशन के सामने मामला भेजने पर विचार किया जाता है, और कुछ ऐडजुडिकेशन दिये भी गये हैं ।

Shri T. B. Vittal Rao: The Study Group has recommended that before introducing this pension-cum-gratuity scheme certain preliminary steps should be taken by Government, namely that the rate of contribution should be enhanced from 6¼ per cent. to 8 1|3 per cent, for the provident fund, and also that the rate of contribution by the employers under the Employees' State Insurance Scheme should also be enhanced? May I know at what stage these recommendations are lying?

Shri Abid Ali: It is true this suggestion was made. With regard to the contribution by the employers, the recommendation of the Corporation is that it should not be enhanced till they are able to meet the require till they are able to meet the requirements from the current contribution. With regard to the employees' provident fund, the matter has been referred to a particular committee, of which the hon. Member is also aware.

Shri S. M. **Banerjee:** I want to know whether the views of the State Governments on this particular scehem of old-age pension have been ascertained, and if so, whether all the State Governments have agreed to this scheme.

Shri Abid Ali: Yes, views have been ascertained. All the States are not agreeable. Opinions differ.

Shri S. M. Banerjee: May I know whether any of the States have agreed. Let him give a reply which will satisfy me at least, ft not the country.

Mr. Speaker: Why all these remarks?

Shri S. M. Banerjee: I am sorry.

I want to know whether the State Governments have commented on this, and if so, whether any of the State Governments have agreed to it. He says some have agreed. What is the number, 5, 8 or 10?

Mr. Speaker: He did not ask for those details in the beginning.

Shri S. M. Banerjee: He said some have agreed and some have not.

Mr. Speaker: He wants details about the 16 States.

Shri Abid Ali: Some have partially agreed, some have fully agreed and some have not agreed.

Shri Muhammed Elias: May I know whether the technical committee which has been appointed by Government about 9 months ago has submitted its report? If not, when is it expected to do so?

Shri Abid Ali: No, it has not submitted its report; it may take a few months more to submit it.

European Common Market

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*1363. { **Shri Ajit Singh Sarhadi:** **Shri Kalika Singh:**

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No. 878 on the 13th December, 1960 and state:

(a) whether any assessment has been made as to how far the common external tariff on the industrial goods taken by the six members of the European Common Market is going to affect the Indian exports; and

(b) whether steps have been taken to divert the exports?

The Minister of Commerce (Shri Kanungo): (a) and (b). The common external tariffs on industrial as well as other goods are now being negotiated by the representatives of the European Economic Community with the concerned member-countries of the GATT. Until the precise level of the common triff is known, it is not possible to assess its effects on our export trade.

Shri Ajit Singh Sarhadi: May I know if the objective is to keep the balance of trade even with each country of this group?

Shri Kanungo: Yes, that is the objective always kept in view but it is difficult to attain under given circumstances.

Shri Ramanathan Chettiar: May I know whether this subject was discussed at the Commonwealth Prime Ministers' conference held recently among the Commonwealth countries in regard to the trade between the Commonwealth countries?

Shri Kanungo: No, Sir.

Shri Heda: May I know whether Government are aware of the trend of discussion—rather decision—of the ECAFE conference in Vigyan Bhavan to the effect that this European Economic Community goes against the export promotion of our country?

Shri Kanungo: The representative of the European Economic Community was present at the ECAFE conference held in New Delhi. The matter was discussed and no finding was arrived at. But it is obvious that if the quota system is not removed, the exports from Asian countries may be affected.

Shri Kasliwal: Since the coming into being of the European Common Market more than a year ago, several questions have been asked in this House in this respect and the hon. Minister has been saying that negotiations have been going on. During this period of these negotiations, may I know what is the total loss of exports India has suffered as a result of the coming into existence of this European Common Market?

Shri Kanungo: No, there has been no loss. In fact, export to those Market countries has improved somewhat.

Shri N. R. Muniswamy: Is it a fact that an expert committee of the ECAFE submitted a report as regards the correct appreciation of the impact that it has on the export promotion of our counry?

Shri Kanungo: No, Sir.

Shri Shankaraiya: May I know whether India being a member of the GATT is precluded from coming to an agreement with these Common Market countries or whether she can enter into any agreement separately and independently of GATT?

Shri Kanungo: As a matter of fact, these discussions are going on under the aegis of GATT, because the charter of GATT provides that all tariff negotiations should be brought under the umbrella of GATT.

Shri Heda: May I know whether Government are exploring the possibility to taking a counter-measure by having a smilar organisation in Asia—the South-East Asian region?

Shri Kanungo: No, Sir.

Shri Hem Barua: May I know whether it is a fact that India has asked for a reduction of tariffs imposed by some West European countries in respect of Indian goods, because India has a balance of trade with some of these countries? If so, with what results?

Shri Kanungo: These are some of the points which are being discussed in the negotiations.

Shri Hem Barua: May I know whether it has been ascertained from the European Common Market Community that they propse to permit intra-regional trade by reducing and ultimately abolishing import duties and import quotas? If so, has it been ascertained as to what effect these measures would produce on our economy?

Shri Kanungo: Until the quantum of the tariff duties is ascertained by various countries, including those countries in the Economic Community, it is difficult to assess it in advance.

Shri Cintamoni Panigrahi: In the statement, it has been stated that the commercial representatives of India who were posted in those countries have been given the opportunity to popularies the export of goods from India to those countries. May I know if after the formation of this Common Market those representatives have sent any reports which go to show that the exports of India are going to be affected because of this Common Market?

Shri Kanungo: It is not possible, because the quantum of duties is not yet decided.

Shri Ajit Singh Sarhadi: What is the manner of negotiations? Has any delegation been sent frm here or have any delegations come here from those countries?

Shri Kanungo: No. We have got our permanent representative in Geneva on the GATT.

Shri Achar: May I know whether we have entered into any agreement with these European Common Market countries after the Common Market came into force? If so, what was the effect of the Common Market on that agreement?

Shri Kanungo: We have various trade agreements with various countries who are members of the Community. As I have said earlier, so far there has been no adverse effect on our export trade. In fact, our export trade has shown a little rise.

Sericulture Industry in Jammu and Kashmir.

*1364. **Shri Raghunath Singh:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government are aware of the statement made by the Minister of Education of Jammu and Kashmir that Sericulture Industry in Jammu and Kashmir has not developed as in other countries or as in other parts of India; and

(b) if so, what steps the Government of India is taking to develop the industry on mdern lines?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) On the occasion of the 'Silk day celebration' in Jammu on the 8th February, 1961, the Minister of Education of Jammu and Kashmir, among other things stated that though silk industry in Kashmir is much older it has not made as much progress as in Mysore. He laid stress on concerted efforts to develop the industry on modern and more scinetific lines.

(b) The following schems have been approved to develop the sericulture industry in Jammu and Kashmir State on modern lines:

1. Establishment of graft nurseries for production and supply of improved varieties of mulberry.

2. Establishment of basic seed stations for maintenace of stock races of foreign race silk worms and production of slikworm seeds suitable for the State.

3. Improvement in the methods of silkworm rearing by opening collective incubation cntres mobile demonstration centres, etc.

4. Modernisation of silk reeling filatures.

श्री रघुनाथ सिंह: इस स्टेटमेंट में आपने कहा है: "maintenance of stock races of foreign race silk worms." मैं जानना चाहता हूं कि ये जो फारिन रेस के सिल्क वार्म हैं वह काश्मीर में चीन के अच्छे होंगे, या जापान के अच्छे होंगे या इटली के अच्छे होंगे? इसकी क्या कोई जांच की गयी है?

श्री मनुभाई शाह: हमने बहुत सी रेसेज ट्राई कीं। लेकिन काश्मीर की क्लाइमेट को देखते हुए यूनीवोल्टाइन रेस ज्यादा ठीक मालूम हुई। इसलिए पिछले साल सोवियत यूनियन से चार लाख की वह रेसेज इम्पोर्ट करने की इजाजत दी गयी।

श्री रघुनाथ सिंह: मैं यह जानना चाहता हूं कि इस वक्त हम फारिन सिल्क कितना इम्पोर्ट करते हैं और क्या कोई ऐसी कोशिश की गयी है कि हमको यह फारिन सिल्क इम्पोर्ट न करना पड़े और काश्मीर में काफी रेशम का उत्पादन होने लगे?

श्री मनुभाई शाह: वैसे कोशिश तो यही है कि काश्मीर, बिहार, उड़ीसा, वैस्ट बंगाल और मैसूर में ज्यादा उत्पादन किया जाए, लेकिन चूंकि हमारे यहां हैंडलूम का काम ज्यादा बढ़ गया है और माननीय सदस्य के यहां से बनारसी साड़ियां बहुत ज्यादा तादाद में बनती हैं, इसलिए हर साल हमें ५० से ६० लाख रुपए का सिल्क इम्पोर्ट करना होता है।

श्री अ० मु० तारिक : मैं जानना चाहता हूं कि सिल्क के अलावा काश्मीर में एक और कपड़ा भी बनता है जो कि सारी दुनिया में मशहूर है, और जिसकी खुद गवर्नमेंट आफ इंडिया को जरूरत होती है, मेरी मराद पैराशूट सिल्क से है, इस पैराशट सिल्क को तरक्की देने के लिए हुकूमत हिन्दुस्तान ने क्या मदद की है और क्या कर रही है ?

[شری اے ایم طارق - میں جاننا چاہتا ہوں کہ سلک کے علاوہ کشمیر میں ایک ، اور کپڑا بھی بنتا ہے جو کہ ساری دنیا میں مشہور ہے - اور جس کی خود گورنمنٹ آف انڈیا کو ضرورت ہوتی ہے - میری مراد پیراشوٹ سلک سے ہے - اس پراشوٹ سلک کو طریقی دینے کے لئے حکومت ہندوستان نے کیا مدد کی ہے اور کیا کر رہی ہے -]

श्री मनुभाई शाह : काश्मीर हमारी बहुत अहमियत वाली स्टेट है और वहां की कुदरती आब हवा ऐसी है कि वहां सिल्क इंडस्ट्री अच्छी हो सकती है। माननीय सदस्य को जानकर आनन्द होगा कि पिछले सालों में डेढ़ लाख बढ़ाते बढ़ाते इस साल साढ़े ९ लाख की इमदाद दी गयी है ।

Shri Yadav Narayan Jadhav: May I know whether it is a fact that the present variety of mulberry is suffering from disease and is fastly disappearing?

Shri Manubhai Shah: These are occasional things. The disease may apply to certain mulberries, but it cannot be generalised. It depends upon the temperature, rainfall and climatic conditions.

Shri Balraj Madhok: Is it a fact that that in spite of several Central grants for the development of sericulture in Jammu and Kashmir, the production is actually going down instead of going up, particularly in Jammu? If so, why?

Shri Manubhai Shah: That is not correct. Actually, even though the production has not substantially increased, in the sense of a remarkable increase, the hon. Member will be pleased to know that from 19·24 lakh reeler cocoons in 1958, the production in the year 1960—last year—was 27·9 lakh reeler cocoons.

Shri Shankaraiya: In view of the availability of mulberry in plenty, particularly in the forest area, may I know whether the lack of transport facilities has been causing great difficulty in the production of this silk, and may I know what steps have been taken in this regard, and whether this fact has been pressed by the sericulturists? I would also like to know what steps have been taken by the Silk Board in this regard.

Shri Manubhai Shah: Transport is not a major difficulty as far as silk industry is concerned. The real difficulty is to rear the multi-voltine, univoltine and bi-voltine silk reel cocoons. Once you succeed in that, it will be good. That is why we had sent half a dozen experts, to Japan and we got some Japanese experts here. Japan is the country which has done phenomenal research in silk rearing work.

Shri Shankaraiya: My question was....

Mr. Speaker: There are no difficulties so far as the transport of silk is concerned.

Shri Shankaraiya: Not silk. The question is one of transport of mulberry leaves which are available in plenty in the various areas of Srinagar and which are very suitable for uni-voltine manufacture of silk. The main complaint is that quick transport facilities are not given for rearing the cocoons.

Mr. Speaker: Shri Tariq did not say so. He is from Kashmir. He does not feel any transport difficulties.

Shri A. M. Tariq: There are no transport difficulties. I should like to put one question.

काश्मीर में जो सिल्क इंडस्ट्री है, वह सिर्फ बड़ी इंडस्ट्री नहीं है, बल्कि असल में एक काटेज इंडस्ट्री है। छोटे छोटे लोग अपने घरों में कीड़े पालते हैं और आहिस्ता आहिस्ता सिल्क तैयार करते हैं। मैं यह जानना चाहता हूं कि वहां सिल्क इंडस्ट्री को डेवेलप करने के लिये सैंट्रल गवर्नमेंट की तरफ से क्या इन्तजाम किया जा रहा है और देहात में छोटे-छोटे लोगों को क्या इमदाद दी जा रही है।

[شری اے ایم طارق - (کشمیر میں سلک انڈسٹری ہے وہ صرف بڑی انڈسٹری ہے بلکہ اصل میں ایک کاٹیج انڈسٹری ہے- چھوٹے چھوٹے لوگ اپنے گھروں میں کیڑے پالتے ہیں اور آہستہ آہستہ سلک تیار کرتے ہیں - میں یہ جاننا چاہتا ہوں کہ وہاں سلک انڈسٹری کو ڈیویلپ کرنے کے لئے سنٹرل گورنمنٹ کی طرف سے کیا انتظام کیا جا رہا ہے اور دیہات میں چھوٹے چھوٹے لوگوں کو کیا امداد دی جا رہی ہے -]

श्री मनुभाई शाह : अगर माननीय सदस्य को इस बारे में इन्ट्रेस्ट हो, तो मैं सारी स्कीम्ज उनको पहुंचा सकता हूं। बहुत काफी स्कीम्ज हैं। थोड़े दिन पहले बख्शी साहब से मेरी बात-चीत हुई थी। हम तीसरी पंच-वर्षीय योजना में इस तरफ काफी तवज्जह देने वाले हैं कि सिल्क इंडस्ट्री की और इमदाद होगी और उसकी बड़ी तरक्की होगी।

Shri Hem Barua: Sir, when information is sought in the House, it is sought from the Government. I want to know whether a Member—in this case, the hon. Member belongs to the Government the Congress Party—has the right to give a reply on behalf of the Government?

Mr. Speaker: Hon. Members need not take this very seriously. Shri Shankaraiya comes from Mysore. I thought he would ask some question about Mysore. Obviously he thought that merely because Kashmir is a hilly region, there must be some transport difficulties.

Shri Shankaraiya: I am a member of the Silk Board and this point was considered there.

Mr. Speaker: Shri Tariq comes from Kashmir. He says there is no difficulty. (*Interruption*). Order, order. It is not as if what the Government can answer any hon. Member can answer. There are rules, and hon. Members will read the rules again. One Member can put a question to the Member who is in charge of the subject. Not that Shri Tariq is in charge of this portfolio! Shri Tariq does not complain. I did not ask him to get up. He got up and put the question, and also said that there is no transport difficulty there. There is no harm in that. I do not want to make this House too serious. At the same time, there ought to be always a limit and it must be adhered to. I also desire to see that Members do not depart from the limits that I have set. I would also like to say this: hon. Members must feel that if they miss the Question Hour they miss something great; also, if they miss the other proceedings of the House, they lose something. They ought not to put themselves in a position of looking into the newspapers as to what occurred in their own House here. Therefore I want to attract hon. Members to make them sit here from morning till evening and occasionally I allow such things. If Shri Hem Barua can give some information about Asam I will allow him also!

Monazite Deposits in Kerala

*1366. **Shri Kodiyan:** Will the **Prime Minister** be pleased to state:

(a) whether any survey has been conducted by Government to assess the quantity of monazite deposits available in Kerala; and

(b) if so, the result thereof?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes.

(b) The reserves of monazite in the areas so far surveyed on the southern and south-western coasts of India between Kanyakumari and Trikunnapuzha are estimated at 1.4 milion tons. Investigations in the remaining areas of this coastal tract are in progress. The final results can only be known after the investigations involving detailed sampling of sands and laboratory work are completed.

Shri Kodiyan: May I know now much of monazite deposits in Kerala is being used annually for industrial operation and what is the amount of royalty given to the Kerala Government?

Shri Sadath Ali Khan: I would require notice for that. That does not arise out of this question.

Shri Kodiyan: May I know whether there is any propsal at present to expand the mineral sands industry at Chavara near Quilon in order to process the monazite?

Shri Sadath Ali Khan: Investigations are being carried on. They are in progress in many coastal areas. When all this information is gathered, then certainly decisions will be taken.

Shri Achar: May I know whether, apart from the investigations in Kerala, there is any investigation going on in South and North Kanara districts also?

Mr. Speaker: This question relates to Kerala.

Shri Achar: Those districts are very adjacent to Kerala. He said 'costal areas'—the south-western areas.

Shri Sadath Ali Khan: I will find out and let the hon. Member know.

Mr. Speaker: He need not embrass the Parliamentary Secretary. He will deal with the files from time to time. He has not prepared for that question to be answered now.

Shri D. C. Sharma: May I know if our needs of monazite are met by whatever we get from Kerala or do we import some monazite from other countries?

Mr. Speaker: This question relates to surveys.

Shri Kunhan: How long will it take a finalise the investigations in Kerala?

Mr. Speaker: Has any target been fixed?

Shri Sadath Ali Khan: There is no target. Some geologists are at present engaged in the investigations and they are being carried on in coastal tracts. I cannot name the date when these investigations would be finalised.

Credit Facilities to Exporters

*1367. **Shri Osman Ali Khan**: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the six-man Committee appointed by Government for examining long-term credit to exporters has since submitted its report;

(b) if so, whether Government have taken a decision on the report; and

(c) the nature of the decision?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) to (c). The report of the study group on credit facilities for exports has been received only last week and is being examined.

Shri Osman Ali Kan: May I know whether the scheme under contamplation is restricted to certain items of export or whether it applies generally to all the items and, if so, what are those items?

Shri Satish Chandra: This Group has studied a lot of commodities. This report, as I have said, has been received only last week. They examined the volume of credit that is available, to the exporters, the terms on which it is available in respect of various commodities, etc. The report may be placed on the Table of the

House sometime later. I have not seen it myself.

Shri Morarka: What is the meaning of this 'long-term' credit to exporters? What does the term 'long-term' signify in regard to the exporters?

Shri Satish Chandra: If we want to export machinery items in future, as the machine building industry is developing in the country, credit facilities for a period, say from 18 months to five years, have to be extended to sell those products. Therefore, these long-term credits become necessary. Normally, at present, more than four to five months' credit is not given to the importers of the goods.

Shri Morarka: Would it be against definite orders from some foreign countries that these credits would be given, or, will it be in anticipation of these exports that the credits would be given?

Shri Satish Chandra: All these things will be taken up, and if we want to export machinery, we have to fall in line with the credit facilities offered by other countries for such export. This is a study as to how we can deal with these cases with the help of refinance corporations or by other means such as institutional banks extending long term credits to the exporters in order to be able to negotiate with the importers to sell all their goods.

Shri Ramanathan Chettiar: May I know whether the Government will directly give these credits, or, is it contemplated to have another financial institution to finance these exports?

Shri Satish Chandra: They will all be done through institutional channels. The Government is only making a study as to what facilities should be extended by the banking institutions.

Shri N. R. Muniswamy: May I know whether these long-term credits which are thought of are restricted only to the established exporters or whether it will be made available to the new-comers?

Shri Satish Chandra: The classification of established exporters and new-comers does not come in as far as the credit facilities are concerned. They are governed by the export control orders. Whatever facilities are allowed at a particular moment to an exporter under the export control orders, they will be entitled to them also.

Shrimati Renuka Ray: Are any incentives being given to those exporters who are working through co-operative societies and if not do Government intend to do something about it?

Shri Satish Chandra: Most of the questions that are being put relate to the normal credit facilities which are extended to the exporters. I would submit that one of the recommendations of the report is that for short-term credit, there is no difficulty at all and the normal facilities are sufficient to meet the day-to-day requirements. They are mainly concerned with long-term credit. Co-operatives do not export machines and other things.

Shri Thirumala Rao: Government are entering into a number of bilateral trade agreements with other countries. When they negotiate any agreement, do they have this in mind to negotiate this sort of credit facilities also?

Shri Satish Chandra: The trade agreements are only enabling measures in which import and export items are discussed. The individual items are negotiated later on between the importer and the exporter. It all depends on the nature of the item which is exported under particular terms of negotiation.

Dr. M. S. Aney: May I know whether there are any foreign concerns at present, apart from the recommendations of the committee, which have enjoyed any long-term credit?

Shri Satish Chandra: The banking institutions in this country are now extending from 150 to 180 days, credit to the exporters at present. We are not exporting, in fact, so far com-

modities which require long-term credit. Now because we want to export things which require long-term credit, this study is being made.

Shrimati Renuka Ray: The Deputy Minister replied that the credit is being given to established exporters. I asked whether incentives will be given to the small exporters if they join into co-optratives and whether they will be encouraged to export by giving credit facilities?

Shri Satish Chandra: All the facilities which are given to an individual exporter are naturally given to a co-operative society also.

Shrimati Renuka Ray: Are co-operative societies not receiving any special facility? That is the point.

Shri Satish Chandra: Co-operatives are encouraged. For instance, co-operative societies are exporting onion. Onion is the only item that I know of which co-operative societies handle at present onions and chillies do not require long-term credit.

Mr. Speaker: Onion also becomes a powerful machine sometimes.

Aid for Tibetan Refugees

*1369. **Shri P. C. Borooah**: Will the **Prime Minister** be pleased to state:

(a) the quantity of food and medical supplies received so far separately from CARE, the unofficial American Relief Organisation, for Tibetan refugees; and

(b) how much of such relief is expected from that organisation during the forthcoming year?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) The value of food and medical supplies received from CARE (Co-operative for American Relief Everywhere Inc.) for Tibetan refugees so far has been Rs. 44,17,500 and Rs. 19,475, respectively.

(b) This organisation has a future programme for distribution of 14,270 maunds of rice during the first half of 1961 of the total value of Rs. 8,33,625 and of tools and equipment of the value of Rs. 13,000.

Shri P. C. Borooah: May I know how many Tibetan refugees are being fed and given medical aid through the aid received from CARE and whether this aid is being intensified proportionately with the increase in the influx of Tibetan here?

Shri Sadath Ali Khan: I require notice to give the number of refugees who are being fed and looked after.

Shri P. C. Borooah: May I know through which agencies this aid has been distributed?

Shri Sadath Ali Khan: The assistance given to Tibetan refugees by various voluntary orgaisations is channelled through the Central Relief Committee for Tibetan refugees, which co-ordinates the work of receipt and distribution of all gift supplies among the Tibetan refugees in various places in India.

Shri Sadhan Gupta: Some years ago when the Soviet trade unions sent some relief to be distributed through the All India Trade Union Congress, it was decided that relief should be distributed through Government and not through private agencies. May I know whether any similar procedure will be adopted in this case also?

Shri Sadath Ali Khan: I cannot say; I have just said all this aid is channelled through a particular association and that is the present position.

Shri B. K. Gaikwad: May I know how much our Government have spent on Tibetan refugees?

Shri Sadath Ali Khan: The expenditure incurred by the Government of India from May 1959 till the end of 31st March, 1960 was roughly Rs. 47 lakhs and voluntary non-official organisations spent almost an equivalent amount for the relief of Tibetan refugees in India. The figures for the financial year ending 31st March, 1961 are not available, though the initial

expenditure by Government is about Rs. 55 lakhs.

Indo-Pakistan Talks on West Bengal-East Bengal Rivers

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*1370. **Shri Bishwanath Roy:**
Shrimati Ila Palchoudhuri:
Shri Ram Krishan Gupta:
Shri Rameshwar Tantia:
Shri Harish Chandra Mathur:
Shri Prakash Vir Shastri:
Shri Hem Barua:
Shri D. C. Sharma:
Shrimati Maimoona Sultan:

Will the **Prime Minister** be pleased to state:

(a) whether the Government of India's attention has been drawn to a statement reported to have been made by the President of Pakistan that it has been agreed between him and the Prime Minister of India that talks between India and Pakistan should be held immediately in connection with problems arising out of the utilisation of water of rivers of West Bengal and East Bengal;

(b) if so, the details of the whole matter; and

(c) the Government of India's reaction thereto?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (c). The Prime Minister met President Ayub Khan of Pakistan in London. The President referred to the Farakka Barrage Scheme and to various schemes connected with Teesta River. He suggested that it would be advantageous to both countries to co-operate in connection with these schemes. Prime Minister agreed with this general approach. The President suggested that the matter might be discussed at ministerial level and he could send one of his Ministers to Delhi for this purpose. The Prime Minister agreed to this.

Shri Bishwanath Roy: May I know the main points that have arisen from the problems arising out of the distribution of the waters of the rivers?

Shri Sadath Ali Khan: This matter has been under discussion for a long time between the two Governments, about the utilisation of the eastern rivers. There is no new development that has taken place.

Shri Bishwanath Roy: May I know when the talk is going to be held?

Shri Sadath Ali Khan: We are waiting for President Ayub Khan to send his representative.

Shri Harish Chandra Mathur: May I know whether our Government has made it absolutely clear to the Pakistan Government that it is a matter for unilateral action and that we will not wait for any negotiations, and the project will proceed according to our schedule?

Shri Sadath Ali Khan: Yes, Sir; the project will proceed. The work on the project will not be stopped because of this.

Shri Hem Barua: May I know whether it is a fact that Pakistan has very recently sent a very strong note of protest to our Government asking Government not to proceed with the implementation of the Farakka dam project? Our information is that President Ayub Khan has also written a personal letter to our Prime Minister. If so, what is the reaction of our Government to the protest note and the personal letter?

Shri Sadath Ali Khan: A note has been received by us and it is under consideration. It is true that in that note, the Pakistan Government has protested. But as I have said, we will continue with the project in spite of all protests. As regards the letter, the Prime Minister is not here. The letter has arrived; I do not know what it contains.

Shri D. C. Sharma: If the project will continue as before, may I know what is the use of having these negotiations

Shri Sadath Ali Khan: Negotiations are always good. It is good to talk things over in a general way.

Some Hon. Members *rose—*

Shri D. C. Sharma: Does it mean that these negotiations are going to be like all other negotiations, matter of give and take? There is nothing like give and take implied in this project.

Shri Sadath Ali Khan: That is not the only one question, there are many questions connected with these eastern rivers.

Mr. Speaker: Shri Guha.

Shri A. C. Guha: My question has been covered.

Mr. Speaker: Shrimati Renuka Ray.

Shrimati Renuka Ray: My question has already been put.

Mr. Speaker: Therefore, unless hon. Members stand up again and again I will not call them.

Shri S. C. Samanta: Is it not a fact that in the protest the Barcelona convention has been mentioned; if so, may I know whether we are at present under the Barcelona Pact?

Shri Sadath Ali Khan: I am not aware of the Barcelona Pact. I require notice and then I will look into it.

श्री रघुनाथ सिंह पाकिस्तान ने जो नोट दिया है उसमें इन्टरनेशनल रिवर के बारे में बार्सीलोना कंवेंशन का जिक्र किया है। बार्सीलोना कंवेंशन के अनुसार क्या इसमें जायंट कमीशन का तरीका होने जा रहा है ?

अध्यक्ष महोदय : वे इसको नहीं जानते हैं, आप उनको इन्फार्मेशन दे रहे हैं।

Shri Raghunath Singh: That question is quite different.

अध्यक्ष महोदय : उन्होंने कहा नहीं जानते हैं, क्योंकि दूसरा सवाल आप पूछते हैं।

The Minister of Law (Shri A. K. Sen): That is very good poetry, Sir, if I may say so; you made a verse.

Shri Harish Chandra Mathur: May I know what is the programme of work for the year 1961-62 regarding this project?

Shri Sadath Ali Khan: I require notice.

Shri Hem Barua: In view of the fact that unlike the western rivers, the eastern rivers have a greater volume of water and the Farakka Dam is going to divert only a small portion of water and we are also interested in maintaining the net-work of rivers in East Pakistan because trade between Assam and West Bengal passes through the net-work of rivers in East Pakistan, what is the reason for negotiation? The things are very clear.

Shri Sadath Ali Khan: There are several questions connected with this. It is a sort of package deal I think the hon. Minister for Irrigation and Power may be able to answer that question.

Shri Harish Chandra Mathur: Sir, may we keep this question pending for the Prime Minister to answer? The hon. Parliamentary Secretary does not seem to know about the recent note and the nature of that note.

Mr. Speaker: Whatever doubts hon. Member hon. Members may have they may clear those doubts on a separate question. I will allow a separate question.

Shri Hem Barua: Now that the hon. Minister of Irrigation and Power is here, he may be directed to answer.

Mr. Speaker: At some other time.

Maps of India published by Communist Countries

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*1371. **Shri Bishwanath Roy:**
Shri Ram Krishan Gupta:
Shri Rameshwar Tantia:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that besides the U.S.S.R. the Governments of some

other Communist countries of Europe have been reproducing for the last several years the Chinese map which shows some parts of the Indian territories as Chinese; and

(b) if so, whether any steps have been taken for getting it corrected by those Governments?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). We have come across only one or two such maps from Eastern European countries and in such cases due diplomatic representations have been made by us.

Shri Bishwanath Roy: May I know whether any one of the governments that have published wrong maps have expressed their willingness to correct those maps published in those countries?

Shri Sadath Ali Khan: I believe the East German Democratic Republic have said that they will no longer print this map. They informed us that the map will no longer be printed and it will not be sold either.

Shri Bishnawath Roy: May I know whether the governments concehrned have actually copied the map publshed by China?

Shri Sadath Ali Khan: It looks like that.

श्री अ० मु० तारिक : अभी लन्दन के एक मशहूर अखबार डेली एक्सप्रेस में हिन्दुस्तान का एक नक्शा छपा है, उसमें हिन्दुस्तान की सरहदों को हिन्दुस्तान की सरहदों नहीं दिखलाया गया है, खासतौर पर काश्मीर में। इस सिलसिले में हुकूमत हिन्दुस्तान ने क्या कदम लिया है?

[شری اے ایم طارق - ابھی للدن کے ایک مشہور اخبار ڈیلی سپریس میں ہندوستان کا ایک نقشہ چھپا ہے - اس میں ہندوستان کی سرحدوں کو ہندوستان کی سرحد نہیں دکھلایا گیا ہے - خاص طور پر کشمیر میں - اس سلسلہ میں حکومت ہندوستان نے کیا قدم لیا ہے -]

श्री सादत अली खां : वह नक्शा मेरी नजर से नहीं गुजरा है। अब उसे मंगा कर देखूंगा।

Dr. Vijaya Ananda: Have they expressed regret for having published wrong maps?

Shri Sadath Ali Khan: Just now I answered that question.

श्री अ० मु० तारिक : जब मैंने यह सवाल पूछा था तो उसका यह मतलब नहीं था कि एज ए पर्सन उनकी नजर से गुजरा है या नहीं। लन्दन में हाई कमिश्नर का आफिस है पब्लिसिटी डिवीजन है, इन्टारमेडियल डिवीजन है, उनकी नजर में यह चीज आनी चाहिये थी। मुमकिन है कि आपकी नजर में न आई हो, लेकिन इसके बारे में काफी शोर हुआ था। मैं जानना चाहता हूं कि इसके लिये हुकूमत ने क्या कदम लिया है।

[شری اے ایم طارق - جب میں نے یہ سوال پوچھا تھا تو اس کا یہ مطلب نہیں تھا کہ ایزاے پرسن ان کی نظر سے گزرا ہے یا نہیں - لندن میں ہائی کمیشنر آفس ہے - پبلیسیٹی ڈویژن ہے - انٹارمیڈیل ڈویژن ہے - ان کی نظر میں یہ چیز آنی چاہئیے تھی - ممکن ہے کہ آپ کی نظر میں نہ آئی ہو - لیکن اس کے بارے میں کافی شور ہوا تھا - میں جاننا چاہتا ہوں کہ اس کے لئے حکومت نے کیا قدم لیا ہے -]

श्री सादत अली खां : जो सवाल इस वक्त पेशे नजर है उसका ताल्लुक है रूस और ईस्ट जर्मन मैपों से और मोअज्जिज मेम्बर साहब जो कुछ बयान कर

रहे हैं वह मैप लन्दन के किसी अखबार में छपा था। इसलिये इस सवाल के मुताल्लिक मैं इस वक्त कुछ अर्ज नहीं कर सकता।

श्री भक्त दर्शन : श्रीमन्। माननीय मंत्री जी ने बतलाया कि पूर्व जर्मनी की सरकार ने कुछ उत्तर दिया है। मैं जानना चाहता हूं कि और किन किन पूर्व योरोपीय सरकारों से इस बारे में लिखा पढ़ी की गई है?

श्री सादत अली खां : यही दो मैप हमारी नजर से गुजरे हैं। एक तो हंगरी का, जिसके बारे में मैंने बतलाया, और दूसरा पूर्वी जर्मनी का है। जैसा मैंने अर्ज किया पूर्वी जर्मनी के ट्रेड कमिश्नर ने कहा है कि उस नक्शे को अब वह फिर से नहीं छपेंगे और इस नक्शे के बिकने से रोकने का भी इन्तजाम कर रहे हैं।

अध्यक्ष महोदय : हंगरी से कोई जवाब नहीं आया?

श्री सादत अली खां : हंगरी से अभी जवाब नहीं आया।

श्री ब्रज राज सिंह : अभी पार्लियामेंट्री सेक्रेटरी साहब ने जो कुछ कहा उससे लगता है कि सरकार के ध्यान में सिर्फ दो राष्ट्र ऐसे आये जिनमें इस प्रकार के नक्शे प्रकाशित हुए हैं। क्या इस बात की जांच की गई है कि पूर्वी योरप के किसी दूसरे राष्ट्र में भी इस तरह के नक्शे प्रकाशित हुए हैं?

Mr. Speaker: We are going beyond the scope of the original question.

Shri Braj Raj Singh: No, Sir.

Mr. Speaker: He has already said in answer to a question by Shri Tariq when he asked about the London maps, that the question was with respect to the maps of Eastern European countries and he had come prepared only with the information connected with them. What is the good of asking him again and again about other things?

Shri Braj Raj Singh: I am also asking about East European countries and not not about other countries. I want to know whether apart from the two countries that he has mentioned other East European countries have also published such maps?

Mr. Speaker: That was asked. He has answered that also. Hon. Member will follow the answer given. He said that they have come across only two East European countries.

Shri Braj Raj Singh: Only Hungary and East German Republic have come to their notice as having published those maps. My question is, in addition to these two countries about which the facts have come to their notice, whether any other East European countries have published those maps.

Shri Sadath Ali Khan: We have no information at present.

Shri Tyagi: The other day they replied to a question about a map printed and published by USSR. So, that is a third country. Let them not say that there are only two countries. The third country was also under discussion here.

Mr. Speaker: The question itself is about countries other than USSR. The hon. questioner does not want to know anything about USSR.

I want to say one thing here. Again and again the question of maps come up here. I would, therefore, request the hon. Parliamentary Secretary to instruct his office in the External Affairs Ministry to examine all maps produced by all the countries so that once and for all we may know who has supported the Chinese contention and who has not supported. That information may be supplied to the Library. It will place it in the Central Hall and hon. Members whenever they have leisure may go there and study it.

Explosives in Rajasthan Forts

*1372. **Shri Harish Chandra Mathur:** Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether Government have any information regarding explosives and gun-powder stored in various forts and other places in Rajasthan (i) in possession of ex-rulers and (ii) others;

(b) whether these are subject to any inspection and control of the Central Government; and

(c) what precautions have been taken by Government to avoid explosions?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) Yes. Stocks of gunpowder in 42 places have been reported to the Department of Explosives. Out of the 42 places of storage (i) 13 are in the possession of Ex-Rulers and Thakurs and (ii) 29 in the possession of the Rajasthan Government.

(b) Under the Indian Explosives Rules, any store of gunpowder above 50 lbs. in Rajasthan can be held only under a licence issued by the Department of Explosives. Any quantity less than 50 lbs. can be stored under a licence issued by a District Magistrate. The provisions of these rules do not apply to the stocks held by ex-rulers and Jagirdars who are eligible for gun salute and the ammunition in whose possession is exempted from certain provisions of the Arms Act.

(c) In all cases reported to the Department of Explosives, instructions have been issued to parties possession gunpowder to guard against any source of fire etc. until the stocks are disposed of. In 35 out of the 42 placed reported so far, the gunpowder has either been destroyed or otherwise disposed of under the supervision of the officers of the Department of Explosives or stored in properly licensed premises.

Shri Harish Chandra Mathur: May I know whether the hon. Minister has checked up the information given by him regarding the explosion at Bali Fort which he has described as the ex-rulers' property and thereby disowned his responsibility for the explosion? May I know what is the position?

Shri Anil K. Chanda: The hon. Member was not present when we had the budget discussion on the Demands relating to our Ministry. I made a full statement about it. On the basis of the first report that I had, I was under the impression that the Fort was in the possession of the ex-ruler of Jodhpur. But, after his supplementary question, I made enquiries immediately and came to know that the fort had indeed passed into the hands of Rajasthan. But it was not one of the forts about which information had been given to us by the Rajasthan authorities. Therefore, I had assumed that the fort was in the possession of the ex-Ruler. I made the correction in the course of the speech on the Demands for Grants.

Mr. Speaker: The Question Hour is over.

Shri A. M. Tariq: Question No. 1373 is a very important one. It relates to the maps of India in the film Mughal-e-Azam. It may be taken up.

Mr. Speaker: I have already said that the Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Nazira Coal Mine in Assam

*1358. **Shri Rameshwar Tantia:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether it has come to the notice of Government that Nazira coal mine in Assam is being closed down because no first class mines manager is available for that area; and

(b) whether Government will allow a second class manager because the supply of coal in Assam is already insufficient?

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): (a) and (b). The mining operations in the Colliery were kept suspended from the 8th January to the 2nd February 1961 as there was no Manager at the mine during the period. They have been resumed on the 3rd February on appointment of a Manager with first class certificate.

Protection of Foodgrains through Radiation

*1361. **Shri Vidya Charan Shukla:** Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that the Atomic Energy Commission has plans to provide mobile radiation facilities to protect foodgrains stored in warehouses from vermin;

(b) if so, the salient features thereof; and

(c) how and when it is going to be put into operation?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (c). The Atomic Energy Establishment is examining the feasibility of developing and using mobile radiation facilities for purposes of disinfestation of grain in warehouses. The matter is in a preliminary stage. Before a plan can be formulated, various scientific, technical and economic aspects have to be given detailed consideration. The implementation of such a project is, therefore, likely to take some time.

योजना गोष्ठियां

*१३६५. **श्री विभूति मिश्र** : क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार ने पंचवर्षीय योजनाओं के सम्बन्ध में प्रचार एवं जनसहयोग के लिये विश्वविद्यालयों के माध्यम से कौन-से कदम उठाये हैं ;

(ख) क्या यह सच है कि योजना गोष्ठियों को पर्याप्त आर्थिक सहायता न मिलने के कारण उनके कार्यों में बाधा पड़ी है ; और

(ग) योजना गोष्ठियों को अपने कार्य में किस हद तक वित्तीय सहायता मिली है ?

योजना उपमंत्री (श्री ब्या० नं० मिश्र): (क) से (ग). विश्वविद्यालयों और कालिजों के छात्रों एवं अध्यापकों में योजना के प्रति जागृति पैदा करने तथा उन्हें नियोजन और विकास के उपयुक्त कार्यक्रमों से सम्बद्ध करने के प्रमुख लक्ष्य से विश्वविद्यालयों एवं कालिजों में योजना गोष्ठियां संगठित की गई है । पिछले पांच साल में इनकी संख्या बराबर बढ़ती रही है और अब लगभग ५०० हो चुकी है । ये गोष्ठियां भाषण, वार्ता, निबन्ध और वाद-विवाद प्रतियोगितायें, प्रदर्शनियां तथा छोटी-बचत आन्दोलन आदि की व्यवस्था करके विश्वविद्यालयों के छात्रों और अध्यापकों तथा पास-पड़ौस में योजना के प्रति जागृति पैदा कर रही है ।

२. योजना आयोग इन गोष्ठियों को निम्नलिखित रचनात्मक कार्यों के लिये एक स्वीकृत मानदण्ड के अनुसार अनुदान के रूप में वित्तीय सहायता देता है :— गांवों के सामाजिक-आर्थिक सर्वेक्षण, विशेष विषयों के सर्वेक्षण, छोटी-बचत आन्दोलन की बढ़ोतरी, समाज कल्याण शिविरों का संगठन, वयस्क शिक्षा और निर्धन बालकों के लिये स्कूल का संचालन, गन्दी बस्तियों की सफाई और निर्माण कार्य जैसे—सड़कें, लघु-सिंचाई योजनायें तथा अन्य सार्वजनिक सेवायें, और आसपास के गांवों में समाज-सेवी संस्थाओं की सहायता से विकास के कार्यक्रम इत्यादि इसके अतिरिक्त जिन कुछ गोष्ठियों ने, अच्छा काम किया है उनको प्रोत्साहन के लिये विभिन्न योजनाओं के स्थानों तक यात्रा का व्यय तथा आर्थिक विकास और नियोजन विषयक पुस्तकों की खरीद के लिये भी कुछ अनुदान दिये गये है । जिन कामों के लिये इस प्रकार की सहायता दी गयी है उनको देखते हुए वह अपर्याप्त प्रतीत नहीं होती ।

३. पिछले तीन वर्षों में जो अनुदान दिये गये हैं उनका विवरण इस प्रकार है :—

(क) निर्माण कार्यों के लिये अनुदान

१९५८–५९

		रुपये
८२	योजना गोष्ठियों को	४०० प्रति गोष्ठी ।
१	योजना गोष्ठी को	२००
८३		२३,०००

१९५९–६०

		रुपये
६३	योजना गोष्ठियों को	४०० प्रति गोष्ठि ।
८०	योजना गोष्ठियों को	२०० प्रति गोष्ठि ।
१३३		४४,२००

१९६०–६१

		रुपये
१०२	योजना गोष्ठियों को	४०० प्रति गोष्ठि ।
१	योजना गोष्ठी को	३२५
२	योजना गोष्ठियों को	३०० प्रति गोष्ठि ।
१	योजना गोष्ठी को	१००
१	योजना गोष्ठि को	५००
१	योजना गोष्ठी को	१४९.९८
१०८		४२,४७१ रुपये ९८ नये पैसे

(ख) प्रोत्साहन अनुदान

	गोष्ठियों की संख्या		
	१९५८ –५९	१९५९ –६०	१९६० –६१
योजना-स्थलों की यात्रा के लिये ५०० रु० प्रति गोष्ठि	१५	१५	१४
आर्थिक विकास और नियोजन विषयक पुस्तकों की खरीद के लिये २०० रु० प्रति गोष्ठी . .	१५	१५	१०

४. इसके अतिरिक्त योजना आयोग की सिफारिश पर सूचना एवं प्रसारण मंत्रालय भी राष्ट्रीय योजना दिवस (१३ सितम्बर) को मनाने के लिये विश्वविद्यालयों की गोष्ठियों को ५०० रु० प्रति गोष्ठी तक और कालिजों की गोष्ठियों को ५० रु० प्रति गोष्ठी तक अनुदान देता है । दिल्ली विश्वविद्यालय को दिये गये अनुदान की राशि ७५० रुपये है । गत तीन वर्षों में जिन योजना गोष्ठियों को अनुदान दिये गये हैं उनकी संख्या इस प्रकार है :—

वर्ष	कालिज	विश्वविद्यालय
१९५८–५९	७७	६
१९५९–६०	७२	१२
१९६०–६१	१३७	१३

Slum Clearance in Delhi

***1368. Shrimati Maimoona Sultan:** Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether the Sub-Committee of the Delhi Public Relations Committee has proposed the constitution of a separate authority to clear slums in the Capital;

(b) if so, what has been done in that direction so far;

(c) what headway has been made in regard to slum clearance in the Capital since the constitution of the Delhi Municipal Corporation; and

(d) at what cost?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) Yes.

(b) As the responsibility for the execution of slum clearance work was only recently entrusted to the Municipal Corporation of Delhi, Government consider it inadvisable to constitute a separate authority for clearance of slums in Delhi.

(c) and (d). The Municipal Corporation have set up the necessary administrative machinery for handling slum clearance improvement work in Delhi. They have also formulated/implemented projects estimated to cost Rs. 89 lakhs for the construction of 1,936 tenements, 44 shops, 20 offices, 36 fish-stalls and 3,400 sq. ft. of basement area for storage etc. In addition, the Corporation took up slum improvement work in 37 slum bastees and 15 katras. The Corporation have also initiated action for the acquisition of land for the implementation of the Jhuggis and Jhopris project.

Maps of India in Mughal-E-Azam

*1373. **Shri Mahanty:**
Shri S. M. Banerjee:

Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether the Indian picture Mughal-e-Azam at present running in Delhi and also various other cities of India shows the maps of India which do not show the areas of Ladakh and the extent which is claimed by India;

(b) whether the NEFA area is not clearly defined in the said maps;

(c) whether the Akshai-Chin area at present under the Chinese occupation has not also been shown in the maps; and

(d) whether permission has been issued to export this film to the countries of South and South East Asia?

The Minister of Information and Broadcasting (Dr. Keskar): (a) to (c). Enquiries have been made regarding this matter. The film "Mughal-e-Azam" has two rough pictorial maps, one at the beginning and another at the end. These maps are obviously diagrammatic but from such rough maps no definite or adverse conclusions regarding the boundaries of India could be drawn nor are they meant to do so.

(d) No permission is required for export of films to overseas countries.

Development of Bhutan

*1374. **Shri D. C. Sharma**: Will the **Prime Minister** be pelased to state:

(a) whether it is a fact that the Bhutan Government have prepared certain new projects for the development of mining and power supply in that State;

(b) whether any assistance has been sought from the Government of India in this regard; and

(c) if so, the extent thereof and whether the Government of India have agreed to provide the same?

The Parliamentary Secretary to the Minister of External Affairs (Shri J. N. Hazarika): (a) to (c). The Bhutan Government are desirous of exploring the mineral and hydro-electric power resources of the State and have requested the Government of India to undertake surveys in this connection. The Geological Survey of India have accordingly commenced survey work in Bhutan. It will take a few years for these surveys to be completed. Two engineers from the Central Water and Power Commission have recently visited Bhutan to assess the available power potential. Further detailed surveys will have to be done before any projects can be drawn up for the exploitation of these resources.

छपाई में सुधार

*१३७५. **श्री भक्त दर्शन** : क्या **निर्माण, आवास और संभरण** मंत्री २५ नवम्बर, १९६० के अतारांकित प्रश्न संख्या ८०९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि छपाई में सुधार व मितव्ययता करने के लिये नियुक्त की गई समिति की विचाराधीन सिफारिशों पर अब तक क्या कार्यवाही की गई है ?

निर्माण, आवास और संभरण उपमंत्री (श्री अनिल कु० चन्दा) : जैसा कि २५ नवम्बर, १९६० को अतारांकित प्रश्न संख्या ८०९ के उत्तर में बताया गया था, इस समिति की सिफारिशों पर अभी तक वित्त मंत्रालय तथा अन्य सम्बन्धित प्राधिकारियों के साथ विमर्श हो रहा है, क्योंकि कई सिफारिशों की सम्पूर्ण वित्तीय लपेटों (इम्प्लिकेशन) का सावधानी से हिसाब लगाया जाना है ।

Prices of Cloth

*1376. **Shri Ram Krishan Gupta:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the Tariff Commission has compeleted its enquiry regarding the production costs and prices of cotton textiles;

(b) if so, whether any report has been received in this regard; and

(c) if so, the details thereof?

The Minister of Industry (Shri Manubhai Shah): (a) No, Sir.

(b) and (c). Do not arise.

Imports

*1377. **Shri Ajit Singh Sarhadi:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether there is any proposal under consideration to stop all imports from countries which did not import Indian goods; and

(b) if not, what steps are being taken to see that countries exporting goods to India import from India goods of equivalent or near value?

The Minister of Commerce (Shri Kanungo): (a) No, Sir.

(b) A statement is laid on the Table of the Sabha.

STATEMENT

India, being a contracting party to the GATT and a member of the International Monetary Fund and the Sterling Area, the bilateral balancing of trade with each country is not an objective specifically aimed at. The following are some of the important measures taken to improve the unfavourable balance of trade with some countries;

(i) Trade Agreements/arangements and treaties of Commerce and Navigation are concluded with certain countries.

(ii) Trade and trade-*cum*-goodwill delegations are invited to visit India to see for themselves the wide range of goods manufactured in this country. Indian Trade delegations are also sent to other countries to explore the possibility of increased export of various goods to those countries.

(iii) Trade Centres, Showrooms, etc. are maintained in certain countries for giiving visual publicity to Indian goods.

(iv) Exhibitions are organised in some of the countries.

(v) Our commercial Representatives are stationed in different countries to guide and help the Indian traders and furnish useful information, resolve trade disputes and generally create in the trading circles in the countries of their posting, a better knowledge of what is available from India.

(vi) The possibilities of increasing our exports are continuously under examination in the Ministry.

Fertiliser Industry Survey Mission

*1378. **Shri P. C. Borooah:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether a Fertilizer Industry Survey Mission sent by the United

Nations Technical Assistance Board has made any recommendations as regards the designing of fertilizer plants recently;

(b) if so, the details thereof; and

(c) what action is envisaged in the matter?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Yes, Sir.

(b) A copy of the Report is available in the Parliament Library.

(c) The recommendations are being examined.

टैगोर सम्बन्धी चलचित्र

*१३७६. श्री भक्त दर्शन :
श्री रघुनाथ सिंह :
श्री वी० चं० शर्मा :

क्या सूचना और प्रसारण मंत्री १३ दिसम्बर, १९६० के अतारांकित प्रश्न संख्या १७१३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि महाकवि श्री रविन्द्रनाथ ठाकुर की जीवनी पर एक फिल्म तैयार करने की दिशा में अब तक क्या प्रगति हुई है और यह कब तक दिखाने के लिये दे दी जायेगी ?

सूचना और प्रसारण मंत्री (डा० केसकर) फिल्म पूरी हो चुकी है और उम्मीद है कि यह २ मई, १९६१ को दिखाने के लिये दे दी जायेगी ।

Bhutan National Assembly Delegation

*1380. **Shri P. C. Borooah:** Will the **Prime Minister** be pleased to state:

(a) whether a delegation of the Bhutan National Assembly visited New Delhi recently; and

(b) if so, what was the purpose of their visit?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes, from 15th to 20th March, 1961.

(b) Last year some members of the Indian Parliament had visited Bhutan by invitation. It was decided then to invite some members of the Bhutan National Assembly to come to India on a good-will tour.

Working of Cotton and Jute Mills Sidhpur (Gujrat)

2853. **Shri Ram Krishan Gupta:**
Shri Kunhan:
Shri M. B. Thakore:

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Unstarred Question No. 294 on the 17th November, 1960 and state at what stage is the question as to how shree Sayajee Jubilee Cotton and Jute Mills, Sidhpur may start re-working?

The Minister of Industry (Shri Manubhai Shah): The question of re-starting the mill is still under the consideration of Government.

Co-operative Tea Factory at Kangra

2854. **Shri Ram Krishan Gupta:**
Shri Pangarkar:
Shri Hem Raj:

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Unstarred Question No. 826 on the 25th November, 1960 and state the further progress since made in the establishment of a co-operative tea factory at Kangra (Punjab)?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): There has been no progress as the Government of Punjab have not so far been successful in organising the proposed Co-operative Society for the setting up of a tea factory.

Publicity Officers/Organisers in Maharashtra

2855. **Shri Pangarkar:** Will the Minister of **Information and Broadcasting** be pleased to state the number of publicity officers/organisers appointed in Maharashtra so far under the integrated publicity programme?

The Minister of Information and Broadcasting (Dr. Keskar): Four (Three Field Publicity Officers and one Publicity Organiser).

Copper and Zinc for Industries in Maharashtra

2856. Shri Pangarkar: Will the Minister of **Commerce and Industry** be pleased to state the total allocations of copper and zinc made to the industries in Maharashtra during the year 1959-60 and 1960-61 so far?

The Minister of Industry (Shri Manubhai Shah): The required information is given in the Statement as under:

STATEMENT

Schedule Units	*Copper* *Metric Tons*	*Zinc* *Metric Tons*
1959-60	14,537	7,163
1960-61	12,182	8,616
Small Scale Industrial Units		
1959-60	2,591	Information is being collected
1960-61	3,048	2,073

Information regarding allocation of zinc to small scale industrial units in Maharashtra during 1959-60 is being Collected and will be laid on the Table of the House on receipt.

Plastic Industry

2857. Shri Kalika Singh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the present position of plastics industry in India;

(b) what increases in production have been planned during the Third Five Year Plan in the plastic industry; and

(c) the prospects with regard to expansion of export markets and increasing home consumption in future?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). A statement is laid on the Table of the House. [*See* Appendix IV, annexure No. 79].

Electricity Projects in U.P.

2858. Shri Kalika Singh: Will the Minister of **Planning** be pleased to state:

(a) the electricity projects recommended by U.P. for inclusion in the Third Five Year Plan;

(b) the electricity projects tentatively approved by the Planning Commission for the U.P. in the Third Five Year Plan; and

(c) central electricity projects to be established in U.P. during the Third Five Year Plan?

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): (a) and (b). The statements are laid on the Table of the House. [*See* Appendix IV, annexure No. 80].

(c) None, Sir.

Machine Tools

2859. Shri Kalika Singh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government propose to make a nationwide survey to obtain information on the age of machine tools in use in India;

(b) whether the Ministry is in correspondence with the Machine Tool Trade Association of U.K., regarding their new scheme of useful survey;

(c) what information do Government have of the age of machine tools and plants in India; and

(d) what is the present programme of replacement of outdated and obsolete plants and machine tools?

The Minister of Industry (Shri Manubhai Shah): (a) No, Sir.

(b) The Ministry of Commerce and Industry is in constant touch with

foreign institutions on various matters connected with the Machine tool industry.

(c) and (d). Government have information on the age of machine tools in the country, on the basis of a survey of machine tools as in the year 1954. The requests from industrial units for licence to import machinery for replacement of obsolete machine tools and plants are considered favourably by Government within the limits of availability of foreign exchange.

Indian Soldiers and Civilions Released by Naga Rebels

2860. **Shri D. C. Sharma:** Will the **Prime Minister** be pleased to state the number of Indian soldiers and civilians released by the Naga rebels during the last three months?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): No member of the Security Forces was captured or released in last three months. 32 civilians kidnapped by the Naga rebels were released during this period.

Remodelling of Tehar Village (Delhi)

2861. **Shri D. C. Sharma:** Will the Minister of **Rehabilitation and Minority Affairs** be pleased to refer to the reply given to Unstarred Question No. 1515 on the 8th December, 1960 and state the further progress made in re-modelling the village Tehar, a refugee colony in Delhi?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): The estimates received earlier from Delhi Municipal Corporation were examined and the matter subsequently discussed with the officials of the Corporation. The Corporation is now revising its estimates etc. of work in the light of these discussions and the revised proposals are awaited.

Leather Industry in Delhi

2862. **Shri D. C. Sharma:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) what specific steps have been taken to develop the leather industry in Delhi; and

(b) what changes have been made in allocating funds to the Scheduled Castes and other organisations so that they may take to the leather industry?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). A statement is laid on the Table of the House. [*See* Appendix IV, annexure No. 81].

Work and Orientation Centres in Jammu and Kashmir

2863. **Shri D. C. Sharma:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether Government have approved of any scheme for starting Work and Orientation Centres in Jammu and Kashmir;

(b) if so, the number of Centres to be started; and

(c) the nature and extent of financial assistance to be given to the State Government in this connection?

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): (a) No.

(b) and (c). Does not arise.

Development of Dhaka Village by Delhi Corporation

2864. { **Shri Ajit Singh Sarhadi:** / **Shri P. C. Borooah:**

Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether any approach has been made by the Delhi Corporation for loan for development of Dhaka village and redevelopment of Kingsway

Camp where about 2,700 displaced families are living in single room tenements;

(b) if so, the Government's reaction thereon and steps being taken to better the locality; and

(c) what action is envisaged to rehabilitate the persons in the existing tenements who are likely to be evicted therefrom for implementation of the Scheme?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (c). A scheme has been generally discussed with the Corporation. The Corporation is now working out the details of the scheme which when received by the Ministry will be examined.

Housing Ministers' Conference at Udaipur

2865. **Shri Ajit Singh Sarhadi:**
Shri Rameshwar Tantia:
Shri P. C. Borooah:
Shri S. M. Banerjee:

Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) what decision have been taken on the various recommendations of the Housing Ministers' Conference held at Udaipur in December, 1960; and

(b) what States have agreed to undertake steps to prevent the growth of new slums and undertake pilot projects for the construction of night shelters?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) Out of the 86 recommendations made by the Conference, 42 are exclusively intended for action by the State Governments. The remaining recommendations are being processed.

(b) The action taken on the relevant recmmendations (viz. 24 and 25) of the conference has not yet been intimated by the State Governments.

Programme Advisory Committee, Jullundur

2866. **Shri Ajit Singh Sarhadi:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) the composition of the Programme Advisory Committee, A.I.R. Station, Jullundur; and

(b) whether this body is set up on the advice of the State Government?

The Minister of Information and Broadcasting (Dr. Keskar): (a) Programme Advisory Committee attached to the Jullundur Station of All India Radio is composed of the following members:

1. Giani Gurmukh Singh Musafir, M.P.
2. Kumari Lajya Vati
3. Rishi Dev Sondhi
4. Shri D. D. Puri
5. Shri Chand Narain Rains
6. Dr. Ganda Singh
7. Shri G. B. Sethi
8. Shrimati Illa Rani Ahooja
9. Shri Gurdit Singh
10. Shri Jayachandra Vidyalankar.

(b) No, Sir.

Development of Rural Areas

2867. **Shri Bibhuti Mishra:** Will the Minister of **Planning** be pleased to state:

(a) the total amount spent specifically on rural development in the First and Second Five Year Plans till the 31st January, 1961; and

(b) the percentage of money proposed to be spent in the Third Five Year Plan on rural areas?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). It is not altogether possible to distinguish outlays devoted to the development of the economy as a whole and those devoted to particular segments in the economy such as the rural areas. However, the amounts

spent by the Central and State Governments on development programmes which wholly or largely concern the rural areas in the First and Second Plans are estimated as follows:

	First Plan	Second Plan
	(Rs. crores)	
Agriculture and allied heads Cooperation and Community development	212	285
Irrigation and power	87	253
Village and small industries	585	849
Roads	44	176
Education	134	225
Health	153	246
Welfare of Backward classes	101	214
	33	73
TOTAL	1349	2321

Similar information regarding the Third Plan will be available after the report has been completed.

Prices of Cloth

2868. Shri Ram Garib: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that cotton cloth is still being sold in the market at black-market rates despite stamping the prices thereon; and

(b) if so, what steps Government have taken to safeguard the interests of the consumers?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). It is not correct to state that cloth is being sold in the black-market. The stamped prices are generally being observed. Government are keeping a vigilant watch over the movement in prices at various levels.

Second Five Year Plan and Manipur

2869. Shri L. Achaw Singh: Will the Minister of **Planning** be pleased to state:

(a) whether it is a fact that the implementation of the scheme under the Second Five Year Plan in Manipur has been greatly hampered by two difficulties, namely, the transportation of goods from outside to Imphal and the activities of the hostile elements in the Hill areas;

(b) if so, whether there is any shortfall in the fulfilment of the physical and financial targets of Plan schemes in some Departments of the Manipur Administration; and

(c) if the reply to part (b) above be in the affirmative, which are the Departments which have the shortfalls and the respective amounts of the shortfalls?

The Deputy Minister of Planning and Labour and Employment (Shri S. N. Mishra): (a) Yes, Sir.

(b) and (c). Progress report regarding actual expenditure in 1960-61 and Plan implementation will be received from the Administration some time later and, therefore, it is not possible now to indicate the exact position.

National Small Industries Corporation

2870. Shri Harish Chandra Mathur: Will the Minister of **Commerce and Industry** be pleased to state:

(a) how many times during the last 5 years the Managing Director of National Small Industries Corporation has been changed and transferred; and

(b) how many officers getting Rs. 500 and more are employed by the National Small Industries Corporation and how many of them are qualified technical persons?

The Minister of Industry (Shri Manubhai Shah): (a) Twice.

(b) 39, of whom 21 officers are qualified technical persons.

Prices of Cloth

2871. { **Shri Chandak:** / **Shri Aurobindo Ghosal:**

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether popular varieties of cloth are not available in the market at the stamped prices; and

(b) what action Government intend to take to ensure supply of all varieties of mill made cloth at the stamped prices?

The Minister of Industry (Shri Manubhai Shah): (a) By and large popular varieties are available in the market at stamped prices.

(b) The steps already taken by Government are expected to ensure adequate supply of all varieties of mill-made cloth at stamped prices. Government are keeping a close watch over the situation.

National Archives of Nepal

2872. **Shri D. C. Sharma:** Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that the Government of India are assisting Nepal in establishing National Archives including a library of oil Sanskrit manuscripts; and

(b) if so, the nature and extent of help given so far?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes, Sir.

(b) The scheme for the establishment of a National Archieves in Nepal aims at amalgamating the two existing libraries, cataloguing the manuscripts on scientific lines, restoring them where necessary and microfilming the more important and damaged ones. It also includes the construction of a suitable building to house the archives with modern facilities for research and living rooms for foreign scholars.

The Government of India have promised Rs. 6.5 lakhs for these purposes. They have also agreed to depute some Indian scholars for examining and selecting the manuscripts for microfilming, a technical unit from the National Archives of India for micro-filming the manuscripts thus selected and to train the necessary Nepalese personnel in India.

The Government of India have so far paid a sum of Rs. 2 lakhs to the National archives Development Board set up by the Government of Nepal. A team of Indian scholars recently visited Nepal and took part in the discussions of the Academic Committee set up by the Board. The National Archives of India are giving technical advice regarding building plans, microfilming equipment etc. A technical unit from the National Achives of India will visit Nepal shortly.

Industrial Training Institutes

2873. **Shri Ram Saran:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether it is a fact that the trainees from the Industrial Training Institutes opened by the Central Government in different States find it very difficult and sometimes impossible to find employment in various departments of the State Governments; and

(b) what steps have Government taken to get the diplomas of the Institutes recognised by the State Governments and with what results?

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): (a) No.

(b) The urgency and need to recognise the diplomas/certificates awarded under the Craftsmen Training Scheme have been impressed upon the State Governments, who have agreed to it in principle. Most of the State Governments have already recognised them and the matter is under active consideration of the remaining few.

Visit of U.S. Economics Professor

2874. Shri P. C. Borooah: Will the Minister of **Planning** be pleased to state:

(a) whether Paul Rosentein Rodan, a U.S. Economics professor, visited India recently on an invitation of Central Government; and

(b) if so, what was the purpose of his visit?

The Deputy Minister of Planning and Labour and Employment (Shri S. N. Mishra): (a) and (b). Professor Rosenstein-Rodan of the Center for International Studies, Massachusetts Institute of Technology, is on a short visit to India to review the progress of the research programme on problems of economic growth undertaken jointly by the Center in cooperation with leading research institutions in India, including the Institute of Economic Growth, Delhi, Indian Statistical Institute, Calcutta, National Council of Applied Economic Research, Delhi, the Gokhale Institute of Economics and Politics, Poona and the Department of Economics, University of Bombay.

राजस्थान से ऊन का निर्यात

२८७५. श्री प० ला० बारूपाल : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष १९५९ और १९६० में राजस्थान से कितनी ऊन की गांठें विदेश भेजी गयीं और किस भाव में ;

(ख) सबसे अधिक ऊन किस क्षेत्र से भेजी गई और वह किस-किस किस्म की थी ;

(ग) विदेशों में सफेद ऊन, पीली ऊन तथा काली सफेद मिली हुई व मैली ऊन अलग-अलग किस भाव में बिकती है ; और

(घ) राजस्थान में यह ऊन उत्पादकों से किस भाव में खरीदी जाती है ?

वाणिज्य तथा उद्योग उपमंत्री (श्री सतीश चन्द्र) : (क) से (घ). ऊन के निर्यात के आंकड़े राज्यवार या किस्मवार नहीं रखे जाते तथा अपेक्षित जानकारी उपलब्ध नहीं है । उत्पादकों से खरीदी जाने वाली भिन्न-भिन्न किस्मों की ऊन के भाव तथा विदेशों में उनकी बिक्री के भाव भी उपलब्ध नहीं हैं । इस का कारण यह है कि ये सौदे पूरी तौर पर निजी क्षेत्र में किये जाते है ।

State Participation in the Small Private Ltd. Companies

2876. Shri Achar: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the Government of India have accepted the principle of the State participation in the share capital of small private limited companies and also co-operatives with limited liabilities; and

(b) if so, the amount that would be made available for such investment and the conditions under which it would be made available?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) The Sate participation would take the form of holding redeemable non-cumulative preference shares which would be repayable in not more than 8 annual instalments beginning from the end of the third year of the formation of the company with a dividend rate not exceeding 5 per cent and with the right to vote and appoint directors. The State participation should not exceed 50 per cent of the total share capital with a ceiling of Rs. 1 lakh per each firm or company or party. Funds required for such participation are to be found from the provision for loan assistance under the State Aid to Industries Acts, for small scale industries from year to year out of the State Plans.

E.C.A.F.E. Meeting

2877. Shri P. C Borooah: Will the Minister of **Commerce and Industry** be pleased to state:

(a) what matters were discussed at the recent 17th Session of the ECAFE held in New Delhi;

(b) what recommendations were made therein; and

(c) what action is being taken by Government to implement the same, so far as India's part is concerned?

The Minister of Commerce (Shri Nityanand Kanungo): (a). Some of the important subjects discussed at the 17th Session of the ECAFE were: Economic situation in Asia; Reports of the 4th Session of the ECAFE Committee on Trade, 13th Session of the ECAFE Committee on Industry and Natural Resources and 9th Session of the Inland Transport and Communications Committee; Economic Development and Planning; Community Development; Water Resources Development; Regional Economic Co-operation; and decentralisation of the United Nations Economic and Social Activities and strengthening of the Regional Economic Commissions.

(b) and (c). A copy of the final report of the 17th Session of the ECAFE will be placed on the Table of the House, as soon as it is prepared.

Closure of Cloth Mills in Gujarat

2878. { Shri Ram Krishan Gupta: Shri Rameshwar Tantia:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that many cloth mills have been closed in Gujarat due to shortage of coal; and

(b) if so, the steps taken or proposed to be taken in this regard?

The Minister of Industry (Shri Manubhai Shah): (a) No, Sir. Only one mill *viz.*, the Maharana Mills Limited, Porbandar had to close down for some time due partly to shortage of coal and partly to shortage of electric power.

(b) Arrangements were made to rush coal supplies to the mills in question in block rakes to restart the work.

Companies in which Orissa Government have Shares

2879. Shri P. K. Deo: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the names of the companies in which Government of Orissa have shares and the amount of shares in each such company;

(b) the profit and loss of each such company during the last three years and dividend received by Orissa Government, if any, from such company;

(c) whether any of these Companies have made any contribution to political parties during the last 3 years and, if so, the name of the party and the amount of contribution; and

(d) whether Government directors in such companies or the board of directors and the general body of shareholders have approved such donations?

The Minister of Commerce (Shri Nityanand Kanungo): (a) The requisite information is furnished in the statement enclosed. [*See* Appendix IV, annexure No. 82].

(b) to (d). Information is being collected from the Government of Orissa and shall be made available to the House as soon as received.

Fire-proof Chemical Solution

2880. Shri Kumbhar: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether any chemical solution has been manufactured so far in India or abroad in private or public sector to make the straw-thatched houses fire proof throughout the year by its application;

(b) whether any experiment has been started in India so far; and

(c) if so, the result thereof?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) No. It has, however, been possible to retard the action of fire and to reduce the spreading of flames to a considerable extent. The treated material chars but does not burn and thus helps in localising the fire.

(b) Yes. Experiments are being conducted by the Forest Research Institute, Dehra Dun to find out suitable chemicals and solutions which may make straw and thatch fire-proof.

(c) The problem is in the experimental stage.

International Tea Convention in Calcutta

2881. Shri P. C. Borooah: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether an International Tea Convention will be held in Calcutta under the auspices of the Tea Board;

(b) if so, when; and

(c) what matters are likely to be discussed in the convention?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Yes, Sir.

(b) In November, 1961.

(c) Details are being worked out by the Tea Board.

Plastics and Linoleum Export Promotion Council

2882. Shri P. C. Borooah: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether a trade mission of the Plastics and Linoleum Export Promotion Council left India in March, 1961 on a tour of the far east countries;

(b) if so, which countries will the mission visit; and

(c) what is the object of the mission?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). A team left India on 24th March, 1961 for a visit to Burma, Thailand, Vietnam, Philippines, Japan, Hong Kong and Singapore.

(c) The object of the visit is to study:—

(i) the modern methods of production, the raw materials used, the packaging methods employed, the quality checks adopted by manufacturers in Japan and Hong Kong and the possibilities of modernising the machinery;

(ii) the organisation and techniques of export promotion;

(iii) the methods employed for settlement of commercial disputes; and

(iv) the sale prospects in the countries to be visited.

Employees of the Indian Embassy in New York

2883. Shri D. C. Sharma: Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that some temporary employees in the Indian Embassy and affiliated offices in New York who have rendered a service of 5 years and more have not been made permanent and have also not been brought under the Government of India regulations for retirement benefits;

(b) whether it is also a fact that no gratuity is given to students who work in the Embassy and other offices while pursuing their studies in college at night and they are stranded there being unable to come back to India and settle there itself thus depriving India of the services of many technical men; and

(c) if so, the action proposed to be taken in the matter?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) There are only two Indian Missions in New York: (a) Permanent Mission of India to the United Nations and (b) Consulate General of India. Some local recruits including Indian students are employed in both these organisations. They are on temporary service, as the posts against which they are recruited are temporary and not permanent.

(b) At present no terminal benefits are admissible to such local recruits. It will not be correct to say that Indian students are stranded because Govt. of India do not provide such terminal benefits. As a matter of fact, employment in the Indian Missions is of considerable help to the Indian students.

(c) The question of providing some kind of terminal benefits to all the local recruits at the Indian Missions in USA is under consideration.

Tibetan Leaders' entry into Darjeeling District

2884. Shri D. C. Sharma: Will the **Prime Minister** be pleased to state:

(a) whether any representations have been received from various Tibetan institutions, monasteries and representatives of Tibetan refugees in Darjeeling and Kalimpong requesting to withdraw orders prohibiting three Tibetan leaders from entering Darjeeling district; and

(b) if so, the action taken thereon?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). Yes, three Tibetans were asked to remove themselves from the Darjeeling district as it was stated that they had caused disaffection among Tibetan refugees. As representations were received in regard to this matter, it was given further consideration. In the event of their giving assurance of good behaviour, they may be allowed to return.

Export of Tea

2885. Shri P. C. Borooah: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the amount of tea exported to different countries during 1958, 1959 and 1960 and the foreign exchange earned thereby;

(b) whether these figures show an overall decline in exports, and if so, to what extent; and

(c) what are the reasons therefor?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). A statement showing quantity and value of tea exported to various countries during 1958 to 1960 is laid on the Table of the House. [*See* Appendix IV, annexure No. 83.]

(c) Exports of tea fluctuate from year to year. The decline in exports in 1960 was mainly due to the shortfall in production on account of drought conditions in North East India during the early months of 1960-61 season.

Production of Tea

2886. Shri P. C. Borooah: Will the Minister of **Commerce and Industry** be pleased to state:

(a) how far the production of tea is proposed to be increased under the Third Five Year Plan;

(b) how much of additional machinery is estimated to be required to achieve the target; and

(c) how much of this machinery would be required to be imported?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) A target of 900 million lbs. has been fixed for the production of tea at the end of the Third Plan period.

(b) and (c). The various measures necessary for achieving the above target, including the requirements of additional machinery required for manufacturing the increased crop will be gone into in consultation with the Tea Board.

Export of Bamboos to East Pakistan

2887. Shri Dasaratha Deb: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government permitted sale of Tripura bamboos to East Pakistan;

(b) whether such sale is likely to lead to any increase in the price of bamboos in Tripura; and

(c) if so, whether Government intend to stop export of bamboos to East Pakistan?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) In response to a request from the Government of East Pakistan for the supply of certain commodities required for relief work in the areas hit by cyclone and bore in October, 1960, it was agreed to supply bamboos worth Rs. 18 lakhs from Tripura and Assam, subject to availability in those areas.

(b) and (c). In the absence of any complaint from Tripura Administration about the rise in prices, there is no intention to stop export of the stipulated quantity of bamboos to East Pakistan.

Khadi Uniforms

2888. Shri Kumbhar: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Khadi uniforms are supplied to the male and female employees of the Khadi Gramodyog Bhawan, Delhi and other centres in the States and Union Territories, to put on during their working hours only;

(b) what is the cost of such khadi uniforms for male and female employees separately;

(c) how many khadi lovers are working in the Khadi Board in the country out of the total employees; and

(d) whether wearing of khadi is not compulsory for these employees?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir. Khadi uniforms are given to all sales-men and sales-girls of the Emporiums and Bhandars run by the Khadi and Village Industries Commission. Only one half of the cost of the uniform is borne by the Bhandar concerned, and the other half is borne by the person concerned.

(b) The cost of the uniform varies from person to person.

(c) and (d). Wearing of Khadi is one of the conditions of employment with the Commission and all the employees wear Khadi.

Aid to Sikkim and Bhutan

2889. Shri D. C. Sharma: Will the **Prime Minister** be pleased to state:

(a) whether any allocation has been made to provide aid or loans to Governments of Sikkim and Bhutan for development of works during the Third Five Year Plan period; and

(b) if so, the extent thereof?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b).

I. *Sikkim*

I. *Grants*: A provision of Rs. 51 lakhs has been made in the 1961-62 Budget for economic aid to Sikkim. The question of aid during the subsequent years of India's Third Five Year Plan is under consideration.

2. *Loans*: A provision of Rs. 10·71 lakhs has been made in the 1961-62 Budget for loan to the Sikkim Government to purchase 51% shares of the Sikkim Mining Corporation. Further loans will be considered as and when necessary.

II. *Bhutan*.

1. *Grants*: The undermentioned provision has been made in the 1961-62 Budget on account of developmental aid to Bhutan:—

(1) economic subsidy—Rs. 7 lakhs

(2) expenditure on road construction projects—Rs. 1 crore 25 lakhs.

The provision for subsequent years has not yet been determined.

2. *Loans*: A provision of Rs. 26·5 lakhs has been made in the 1961-62 Budget for loans to Bhutan for eco-

nomic development. Requirements for subsequent years have not yet been determined.

Concord of Indian Insurance Company Limited, New Delhi

2890. **Shri Vajpayee:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether Government have received the report of the Conciliation Officer (Central) in regard to the industrial dispute in the Concord of Indian Insurance Company Limited, New Delhi;

(b) if so, the findings of the Conciliation Officer;

(c) whether there is a proposal to refer the dispute for arbitration; and

(d) if the reply to part (c) above be in the negative, the reasons therefor?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) to (d). The dispute has already been referred to the Industrial Tribunal, Delhi, for adjudication.

Assam Displaced persons Camps

2891. **Shrimati Ila Palchoudhuri:** Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether it is a fact that there have recently been disturbances in the Assam Migrant Camps in Angrabhasa Camp in Dhupguri P.S. and Madhabdanga Camp in P.S. Maynaguri in District Jalpaiguri in West Bengal on 16th March, 1961 and consequential arrests of men and women inmates of the Camps; and

(b) if so, full facts of these incidents?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) Yes.

(b) The position is as under:—

Under the directions of the Central Committee of the *Paschim Banga Assam Nirajateeta Udbastu Samity*, the Assam Evacuees of different Camps of Jalpaiguri district, specially those living in the Madhabdanga and Angrabhasa Camps, observed 'Arandhan Dibas' (Non-cooking Day) on the 16th March, 1961, with a view to compelling the Government to grant cash doles to the evacuees who had been served with fifteen days notice to leave the camps. The evacuees of Madhabdanga and Angrabhasa Camps refused to accept the cash doles on the 16th March, 1961 and detained the camp officials and a Sub-Deputy Magistrate who had gone to the Angrabhasa Camp. The evacuees also demanded withdrawal of quit notices served on them and continuance of cash doles. The mob became violent near Angrabhasa Camp and assaulted a police officer and some bus conductors and pedestrians and also impeded the vehicular traffic. Some of the camp officials were also assaulted and a wrist-watch from one of them was snatched away. The Officer-in-Charge of the Dhupguri P.S. and the Circle Inspector arrived at the spot with Police force. The Deputy Superintendent of Police also arrived from Jalpaiguri on the following morning (i.e. on 17th March, 1961). The situation was brought under control and the evacuees of the two camps then began to receive their cash doles and the Magistrate returned to headquarters. Two cases were started against the camp inmates concerned.

The Police did not resort to lathicharge on the occasion. Fifteen persons of Angrabhasa camp were, however, arrested in this connection on that day.

On the morning of 20th March, 1961, fifty evacuees of Falakata camp surrounded the office of the Block Development Officer, Falakata, demanding immediate release of the arrested evacuees of Angarabhasa and Madhabdanga camps and withdrawal of quit notices. The Sub-Divisional Police Officer, Aliporeduar, rushed to the spot with a police party and the situation was eventually brought under

control. 34 persons were arrested in this connection.

On 20th March, 1961, Assam evacuee of Angrabhasa camp and one evacuee of Madhabdanga camp were arrested in connection with specific cases. 24 persons of Angrabhasa camp were arrested on the 21st March, 1961 and 17 persons of the Madhabdanga camp were also arrested on the same day in connection with specific cases.

Four Assam evacuees (including one lady) of Angrabhasa camp resorted to hunger strike from the morning of the 23rd March, 1961 for fulfilment of their following demands:—

(i) Immediate release of the arrested persons;

(ii) Rehabilitation of Assam evacuees within West Bengal;

(iii) Payment of compensation;

(iv) Continuance of cash doles till rehabilitation facilities are granted.

Police patrol has been posted in the area and the situation is being closely watched.

12.01 hrs.

MOTIONS FOR ADJOURNMENT

KIDNAPPING OF AN INDIAN OFFICER BY PAKISTANI POLICE

Mr. Speaker: I have received notices of two adjournment motions and four calling attention notices, all relating to the same matter. One adjournment motion reads:

"The situation arising out of Pakistan's continued hostility to India as exhibited in the reported kidnapping of an officer of the Central Government Subsidiary Intelligence Bureau from Baira village in Bongaon, West Bengal on 4th April 1961."

Shri A. M. Tariq (Jammu and Kashmir): I have also given notice of a calling attention notice.

Mr. Speaker: That is why I said two adjournment motions and four calling attention notices.

Shri D. C. Sharma (Gurdaspur): I have also given notice.

Mr. Speaker: They all relate to the same matter. Wherever hon. Members are anxious that their names should also appear, I will put them up on the notice board. Why should I unnecessary take the time of the House by reading the names? Whenever I read out adjournment motions in the House, I will put up on the notice board a note that with respect to those adjournment motions so and so names may also be associated. I will not read any name here.

Shri Hem Barua (Gauhati): May I point out ....

Mr. Speaker: It has appeared in the newspaper. Let us hear the Parliamentary Secretary.

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): At present, we have the follwing information. On the afternoon of 4th April, two officers, Col. Bhattacharya and Shri P. K. Ghosh were out on inspection work near village Payra in the 24 Parganas District. They were walking within the Indian territory when they were suddenly ambushed by a party of Pakistani armed policemen. Pakistani police overpowered Col. Bhattacharya and removed him into the Pakistan territory. Shri P. K. Ghosh, however, managed to make good his escape.

The Deputy High Commissioner for India in Pakistan has lodged a protest and requested that the officers should be released. The Chief Secretary of East Pakistan has promised to look into the matter.

Shri Hem Barua: This particular border is demarcated. When the

[Shri Hem Barua]

border was not demarcated, if there was a shower of bullet on our people and on our territory, it is understandable. Now, this was a demarcated border and we had our men there in order to guard that border. But here comes the Pakistani armed force and kidnaps our people. Now the point is this.

Mr. Speaker: He is arguing. Let him say what further information he wants about this matter.

Shri Hem Barua: I want to know: In spite of the demarcation of this border, how could this incident occur? This clearly establishes Pakistan's continued hostile attitude towards us. As a matter of fact ....

Mr. Speaker: Has it taken so much time for him to come to that conclusion?

Shri Vajpayee (Balrampur): May we know whether the Indian officers were accompanied by our patrol men and whether the kidnappers were chased? Why were the Indian officers allowed to be taken away by the Pakistani men?

Mr. Speaker: I will allow all the questions to be put so that once for all the hon. Minister may answer.

Shri S. M. Banerjee (Kanpur): It is reported that Col. Bhattacharya received a bullet injury. I want to know whether there was exchange of fire and, if so, how many people were injured. I also want to know whether Col. Bhattacharya is safe under Pakistan's custody. Do we know anything about his fate?

Shri Hem Barua: In view of the bullet injury they might liquidate him.

Shri Braj Raj Singh (Firozabad): It is seen from the statement that one very responsible officers of our country has been kidnapped. The Parliamentary Secretary has stated that the Deputy High Commissioner lodged a protest with the Government of East Pakistan and the Chief Secretary of East Pakistan has promised to look into it. It is not very satisfactory. May I know whether the Government of India have made a protest to the Pakistan President, because a very responsible officer has been kidnapped? He should be released forthwith.

Shri Chintamoni Panigrahi (Puri): Was there any border check-post on that part of the Indian border?

श्री अ० मु० तारिक : हमारे ये दो अफसर दौरे पर थे । इस से साबित होता है कि ये ड्यूटी पर थे । उस वक्त उन पर पाकिस्तान के लोगों ने हमला किया । उन को पकड़ा, गिराया और पीटा । और हमारे लेफ्टिनेंट करनल पर गोली चलायी और दूसरे अफसर बचकर निकले आने में कामयाब हुए । इस के लिए हमारी गवर्नमेंट ने पाकिस्तान की हुकूमत से प्रोटेस्ट किया और उन की तवज्जह इस तरफ दिलायी । मैं जानना चाहता हूं कि जो हमारे अफसर पाकिस्तान की कैद में है, उन की मौजूदा हालत क्या है, उन की सेहत कैसी है, वह जिन्दा हैं और कहां हैं ।

[ہمارے یہ افسر دورے پر تھے - اس سے ثابت ہوتا ہے کہ یہ ڈیوٹی پر تھے - اس وقت ان پر پاکستان کے لوگوں نے حملہ کیا - ان کو پکڑا- گرایا اور پیٹا - اور ہمارے لفٹیننٹ کرنل پر گولی چلائی - اور دوسرے افسر بچ کر نکل آنے میں کامیاب ہوئے - اس کے لئے ہماری گورنمنٹ نے پاکستان کی حکومت سے پروٹیسٹ کیا اور ان کی توجہ اس طرف دلائی - میں جاننا چاہتا ہوں کہ جو افسر ہمارے پاکستان کی قید میں ہیں ان کی موجودہ حالت کیا ہے - ان کی صحت کیسی ہے وہ زندہ ہیں اور کہاں ہیں -]

Shri D. C. Sharma: May I know at what level the protest has been made and whether any reply has been received to that protest? Has the protest been made at Karachi or at Dacca?

Shri A. C. Guha (Barasat): From the news paper report it seems that the area is within my constituency and I know that area. I would like to know whether Government is likely to get any further information in two or three days. It is no use putting questions just now if the Government will be ready in two or three days to lay before this House information which they can get from the Pakistan authorities. I want to know the steps the Government is going to take to get that officer released.

The Minister of Home Affairs (Shri Lal Bahadur Shastri): A number of questions have been asked. I might say in reply to Shri Panigrahi that there is a border check-post.

The second point was whether Col. Bhattacharya was fired at. Our report is that he was fired at and, presumably, he is wounded. We are not sure as to whether he himself was able to retaliate and fire at these people.

Thirdly, it was not necessary for him to take some police men along with him for his protection, because, during the past few months, generally, the atmosphere has been quite peaceful and, secondly, they were merely on an inspection tour. These officers go and visit various police check-posts. They had gone for that purpose.

Fourthly, we have written to our Deputy High Commissioner and he has lodged a protest with the East Bengal Government. The Chief Secretary of that Government has informed him immediately that he is consulting at a higher level and that prompt action will be taken. I would, therefore, submit that if the House so desires, we can place further information before the House as soon as it is received.

Shri Muhammed Elias (Howrah): One question has not been answered by the hon. Minister namely, whether this inspection duty was done by the officers alone or with some patrol party.

Mr. Speaker: He has answered it. He has said that it is not usual or necessary for these officers, whenever they go on such duty, to take the aid of the policemen.

Shri Tyagi (Dehra Dun): While I must congratulate the Government on having taken the very bold step of protesting, I want to know whether they could get any information about the condition of the officer, as he was shot at. Has he died or is he still alive? Could they get any further information?

Shri Lal Bahadur Shastri: We have not got any exact information on that point. As far as we know, it seems that Col. Bhattacharya is alive. This is what Shri Ghosh, who managed to escape, has reported. Secondly, we have asked the Deputy High Commissioner to take every care of Col. Bhattacharya.

Shri Tyagi: No, further information?

Shri Lal Bahadur Shastri: We have also told him that he has to see that Col. Bhattacharya is not further harassed or put to any further trouble.

Shrimati Renuka Ray (Malda): Was he grievously wounded? Is his condition dangerous?

Shri Lal Bahadur Shastri: It is very surprising that such questions are put. When Col. Bhattacharya was taken away forcibly, how am I expected to know his latest position?

Shrimati Renuka Ray: I am just asking whether we could have this information, as soon as possible, as to what his condition is.

Mr. Speaker: Very well.

Shri Muhammed Elias: May I ask one question?

Mr. Speaker: I have heard sufficiently.

Shri Muhammed Elias: Since this thing happens very often and our officers are kidnapped by the Pakistani officers, will Government not take steps to see that in future when our officers go for patrolling they are accompanied by soldiers so that they can protect the officers?

Shri Lal Bahadur Shastri: This is a matter about the future. Of course, if there is this kind of thing happening, naturally, we will take necessary precautions.

Some Hon. Members *rose*—

Mr. Speaker: I have allowed enough. Now I am not going to allow. So far as the adjournments motions are concerned, at this stage the hon. Minister has given us all the information that he has got. No doubt, the whole House is very anxious to know the details. It is unfortunate that when our patrols go on our side they should be kidnapped, shot at and so on. This is a serious matter, and the hon. House is anxious to know the details. The condition of Colonel Bhattacharya is also not known. I thought the Government must have had trunk telephone conversation with our High Commissioner there. He must rush to the spot and try to find out where he is. All this information is necessary. The persons in charge of security have themselves endangered their lives. Should we not know at what particular stage it is? For the want of that fact, I will not allow the adjournment motions. I will keep the calling attention notices pending.

Shri Raghunath Singh (Varanasi): Mine.

Mr. Speaker: Why his? I will keep all the calling attention notices pending and as early as possible, either tomorrow or the day after but not later than the day after—we are not sitting the day after—so, tomorrow or not later than Monday I will admit the calling attention notices and all of them will be answered by Monday. If the House requires any further detailed information, we will consider what action the House would like to take. So far as this matter is concerned, it is a serious matter. Our officers have been taken away.

Shri A. C. Guha: Some information may be made available by tomorrow.

Shri Muhammed Elias: You have just now said that whenever....

Shri Vajpayee: The hon. Parliamentary Secretary has just now made a statement but he did not disclose the fact that the officer had received a bullet injury. May I know why this fact was not disclosed in the statement made by the hon. Parliamentary Secretary and why the hon. Home Minister should have waited for hon. Members to put questions about that?

Mr. Speaker: Possibly he did not know it.

Shri Vajpayee: He made a statement on behalf of the Government.

Shri Lal Bahadur Shastri: It is true that I was in possession of more details. Therefore I furnished the information to the House.

Shri Vajpayee: This detail was with the Government.

Mr. Speaker: After all, whether it is the hon. Parliamentary Secretary or the hon. Minister, it is the Ministry which is responsible for briefing. No impression ought to be created that on a very serious matter important information which the House should know has been withheld from the House. The hon. Parliamentary Secretary must have given this information to the House. I do not know if the hon. Home Minister has another source of information than what was available to the hon. Parliamentary Secretary. No such impression ought to be created. It is a very serious matter. I am very sorry that it had not been mentioned by the hon. Parliamentary Secretary. The hon. Parliamentary Secretary is quite young. Possibly, it had escaped his notice.

Shri Muhammed Elias: I wanted to make a submission regarding your remarks that hon. Members are eager to see that their names appear in the papers. This is not so in our case. We are anxious that things should be done properly. We are anxious when these things are happening. We are not at all anxious that our names should appear in the papers.

Mr. Speaker: I agree. Now, the calling attention notices.

Shrimati Renuka Ray: I have one request to make. At least regarding the health of the officers and how they are we should know by tomorrow and should not wait till Monday.

Shri Lal Bahadur Shastri: Whatever information is available we will place it before the House as early as possible. I might add that I got a telegram just when I was getting out of my car. That telegram was not available to the hon. Parliamentary Secretary. We do not want to suppress anything. If our man was wounded, there was no point in my hiding or his hiding the fact from the House.

Mr. Speaker: All that I meant was that when practically simultaneously, one after the other two hon. Members representing the Government gave additional information, naturally hon. Members in the Opposition felt that this fact was concealed from the House. I am very happy that there is absolutely no such desire of concealing and the information was not available to the hon. Parliamentary Secretary.

Shri S. M. Banerjee: It happened on the 4th and the telegram was received only today. That shows the callousness of the administration.

Shri Muhammed Elias: It is most serious.

Mr. Speaker: Now, Shri Chandra Shanker to call attention of the hon. Minister of Transport and Communications.

An Hon. Member: He is absent.

Mr. Speaker: He is absent. Then we will pass on to the next item.

12.16 hrs.

PAPERS LAID ON THE TABLE

Report of the Ganga Brahmaputra Water Transport Board

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, I beg to lay on the Table a copy of the Report of the Ganga Brahmaputra Water Transport Board for the year 1960. [Placed in Library, *See* No. LT-2808].

Metalliferous Mines Regulations, 1961

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): Sir, I beg to lay on the Table a copy of the Metalliferous Mines Regulations, 1961 published in Notification No. G.S.R. 337, dated the 11th March, 1960, under sub-section (7) of Section 59 of the Mines Act, 1952 (Placed in Library. *See* No. LT-2809].

ESTIMATES COMMITTEE

MINUTES

Shri Dasappa (Bangalore): Sir, I beg to lay on the Table a copy each of the Minutes of sittings of the Estimates Committee relating to the 110th, 111th, 112th and 113th Reports on the Posts and Telegraphs Department and 114th Report on Overseas Communications Service.

12.17 hrs.

RE: PAPER LAID ON THE TABLE

Shri Braj Raj Singh: Sir, Shri Raj Bahadur has just now placed on the Table of the House a report of the Ganga Brahmaputra Water Transport

[Shri Braj Raj Singh]

Board for the year 1960. We began discussion on the Demands of this Ministry yesterday. How is it that the Government did not place this report before the Demands were taken up by the House? They should have placed the report on the Table of the House before the Demands were taken up by the House.

Shri Raj Bahadur: In this matter we are essentially governed by the fact as to when the report is actually available. We would like to place a report as early as possible, but we would also like it to be as up-to-date as possible in information. Because we want to give up-to-date information and some time is taken in cyclostyling, printing and other things. We have tried to do this as early as possible.

Mr. Speaker: How does it make a difference of two days?

Shri Raj Bahadur: We will see to it that it is placed earlier, but then this is the best that we could do this in time.

Mr. Speaker: I am not at all satisfied. The report for the year 1960 which was placed on the Table today could have been placed a few days earlier.

Shri Raj Bahadur: I sent it to the Secretariat on the 4th.

Mr. Speaker: The Transport Ministry's Demands were taken up yesterday.

Shri Narasimhan (Krishnagiri): It is continuing today also.

Mr. Speaker: It was sent on the 4th and yesterday, that is, on the 5th we started the discussion on the Demands. Then what is the time that the hon. Members would have got to study it even if I had arranged it to be placed on the Table of the House earlier? No, this kind of an excuse is inexcusable.

ESTIMATES COMMITTEE

HUNDRED AND TWENTY-FOURTH AND HUNDRED AND THIRTY-THIRD REPORTS

Shri Dasappa: Sir, I beg to present the following Reports of the Estimates Committee—

(i) Hundred and twenty-fourth Report on the Ministry of Defence—Hindustan Aircraft Limited, Bangalore (Reports and Accounts); and

(ii) Hundred and thirty-third Report of the Ministry of Community Development and Co-operation (Department of Co-operation)—National Co-operative Development and Warehousing Board.

CORRECTION OF REPLY TO STARRED QUESTION NO. 659

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): While answering a supplementary question from Shri Kodiyan, about the progress made under the Subsidised Industrial Housing Scheme, relating to Starred Question No. 659, answered on the 8th March, 1961, it was indicated that the number of houses sanctioned ran to 1,09,000. Actually, the number of houses sanctioned for construction is about 1,36,000.

12.29 hrs.

DEMANDS FOR GRANTS*—*contd.*

MINISTRY OF TRANSPORT AND COMMUNICATIONS—*contd.*

Mr. Speaker: The House will now proceed with further discussion and voting on the Demands for Grants under the control of the Ministry of Transport and Communications. Out of eight hours allotted for these Demands, 1 hour and 55 minutes have

*Moved with the recommendation of the President.

been spent and now we have six hours and 5 minutes. We will be able to close the discussion and voting on the Demands of this Ministry today.

How long would the hon. Minister take and how many hon. Members are likely to take part in it?

Shri Assar (Ratnagiri): Sir, yesterday the hon. Minister said that between themselves they want two hours. If they want two hours, the time must be extended.

Mr. Speaker: Whatever time is taken is taken from the Government's time. No hon. Member of the Opposition need worry about it. Pandit D. N. Tiwari.

Pandit D. N. Tiwari (Kesaria): Yesterday evening I was dealing with some aspects of Civil Aviation and was requesting the Minister in charge to look into the anomalies of gradation, appointment and promotion in his Department. There is a lot of favouritism, nepotism and supersession of seniority in his Department.

12.21 hrs.

[MR. DEPUTY-SPEAKER *in the Chair.*]

Further I have been requesting the Transport Minister to give us a road bridge near Patna on the Ganges. He told me that the Mokameh bridge has already been built. Mokemeh is more than fifty-six miles from Patna. That bridge is not serving the purpose of the capital. It is true that the bottleneck there has been cleared to some extent. But a more useful purpose would have been served if that bridge had been constructed at Patna. The whole of Bihar has been requesting the Government for the construction of a bridge at Patna. But as experts have a queer way, they did not agree that this bridge should be constructed at Patna and therefore Mokameh was selected.

Sir, to the south of Patna there is a river; so, it cannot expand towards the South. On the north also there is a river. But this river can be negotiated by a bridge. If a bridge is constructed Patna can expand towards the north. Otherwise Patna will remain crippled and overpopulated. Therefore I requested the Transport Minister to look into this matter and give an assurance that with the co-operation of the State Government a road bridge would be constructed at Patna.

Now I come to the Posts and Telegraph Department. Of all the Departments of the Government of India, it is the Railways and the Posts and Telegraphs Departments that have direct contact with the people of the country. Other departments such as Finance, Defence, etc. have no touch with the people. But these two departments, the Railways and the Posts and Telegraphs, have direct link with the people and on the efficient and honest working of these Departments, the good name of the Government of India in the country depends. If these Departments work efficiently people will think that matters in the Union at least are in a better way. If the working of the Departments are inefficient and dishonest, then the whole prestige of the Government of India will suffer in the eyes of the people.

Some ten or twelve years back, the post offices were famous for their efficient and honest working. Everybody had a good word to say about them. But what is the position today? It has been deteriorating for the last ten or twelve years and it seems it is now beyond redemption. I request the Minister to do something to salvage things, to bring the fair name of this Department to its past glory.

In 1960 I had occasion to send five or six complaints to the hon. Minister in connection with delay in the delivery of telegrams and letters. Every case was enquired into. Not only were replies received, but refunds were also ordered. Refund of the money is little solace. Our work

[Pandit D. N. Tiwari]

suffers. We do not pay money and send telegrams for our money being refunded. The main purpose was that the work should be done. Only the other day in the meeting of the Consultative Committee I handed over a post card to the hon. Minister. That post card was delivered seven days after it was received in Delhi. How these things happen, we are not able to understand.

Shri Rameshwar Sahu (Darbhanga—Reserved—Sch. Castes): You got the post card at least!

Pandit D. N. Tiwari: I got it, but my work had suffered. I would request the hon. Minister to look into these matters.

It is no use expanding this Department. I know good work has been done; the target has been fulfilled. There is a mad rush for opening new post offices. But what is the use of it, when efficiency is not maintained? I remember; previously when there were a few post offices and there were weekly or bi-weekly deliveries, those letters were delivered efficiently according to time-schedule. But when a large number of post offices have been opened there are delays.

I now come to the extra-departmental post offices. The staff working in these post offices are doing the work as a side-job. Their main job is something else. They do not care for the efficient working of delivery of letters. Some times they go to the market, deliver these letters and if the addressee is not found, they give it to somebody else. That somebody forgets to deliver the letter to the actual addressee. So the letter is not delivered at all. Even in the matter of money orders, they are withheld by extra-departmental staff for weeks and the payee suffers. There is no regular check as to whether these extra-departmental post offices are working properly or not. There should be a department for inspection of these offices regularly, more especially when these extra-departmental agents are very poorly paid.

What about the much-advertised Express Delivery letters? These Express Delivery letters reach their destination, or are delivered even after the ordinary mails are delivered. Still they are called Express Delivery letters. We have to pay more for them. If you cannot maintain efficient delivery of these letters, it is better that the system is abolished. It is no use taking more money and delivering them after the ordinary mails are delivered. If they are not paying their way, you may enhance the charges. But the efficient working of this system must be maintained at any cost. People do not grudge paying a few pies more if they are assured of better, efficient and honest working of the department.

Mr. Deputy-Speaker: The hon. Member's time is up.

Pandit D. N. Tiwari: I have taken only eight or nine minutes.

Mr. Deputy-Speaker: He had already taken six minutes yesterday.

Pandit D. N. Tiwari: Only three, Sir.

I would request the hon. Minister to examine the matter of Express Delivery letters and arrive at a conclusion as to whether to continue them or not. He may charge more, but it must be worked efficiently.

Then, Sir, we have appointed a large number of extra-departmental staff. As I said just now they are paid a paltry sum of money,—sometimes Rs. 20 or Rs. 25 or even less. Many of them are very efficient people. They have been working without any complaint for the past several years. Some of them have qualified themselves in signalling. An assurance was given in this House that such men would be taken on the permanent cadre. But I find that a

large number of such staff are rotting, although they have qualified themselves. What incentive will they have? There must be some incentives for better working. An assurance was given, but that is not being carried out. The proper thing should have been to take such people, whose record is good, who have worked for a certain number of years and who have qualified themselves, automatically in the cadre either as postmen or as clerks or in any other suitable jobs for which they may be fit. I request the hon. Minister to look into this matter also, so that the extra departmental staff who are paid so poorly may have some incentive to work, and if they are qualified they may be absorbed in the permanent cadre.

श्री रघुनाथ सिंह (वाराणसी) : उप-ध्यक्ष महोदय, सब से पहले मैं दो ऐतिहासिक महत्व की बातों पर माननीय मंत्री महोदय को धन्यवाद देना चाहता हूं। पहली बात तो यह है कि १९६० में उन्होंने १ लाख ४३ हजार टन के जहाज भारतीय जहाजरानी में शामिल किये हैं, जो कि एक बहुत महत्वपूर्ण कार्य हुआ है। दूसरा गौरवपूर्ण, साहसपूर्ण और वीरतापूर्ण कार्य हुआ है कि इंडियन मक्सेम जहाज के करीब १३ सीमेन ने बड़ा उत्सर्ग किया है, अपनी जान पर खेल कर ऐतिहासिक वीरता का कार्य किया है। इस के लिये वे धन्यवाद और सम्मान के पात्र है।

जहाजों के विषय में पहली बात तो यह कहना चाहता हूं कि फरक्काबराज का प्रश्न अभी आप के सामने उपस्थित हुआ था जहां तक फरक्काबराज का सम्बन्ध है हमें पाकिस्तान से साफ कह देना चाहिये कि वारसीलोना कन्वेंशन जो है वह फरक्का बराज पर लागू नहीं होता। मैं सरकार को इस बात के लिये भी धन्यवाद देना चाहता हूं कि उस ने कम से कम एक स्टैन्ड तो किया। उन्होंने कहा कि वह फरक्का बराज के सम्बन्ध में ज्वायेंट कंसल्टेशन की बात मानने के लिये तैयार नहीं हैं। मैं गवर्नमेंट से प्रार्थना करता हूं कि उस ने जो स्टैन्ड लिया है उस पर वह कायम रहे। अगर वह उस पर कायम रही तो हमारे धन्यवाद की पात्र होगी।

फरक्का बराज के सम्बन्ध में दूसरी बात मैं और कहना चाहता हूं। इस के सम्बन्ध में हाफिज मुहम्मद इब्राहीम साहब ने कहा था कि ईस्ट पंजाब की तीन नदियों का पानी पाकिस्तान को ट्रयूमैनिटेरियन ग्राउंड आफ ब्यू से दिया जाता है। फरक्का बराज का सम्बन्ध भी ट्रयूमैनिटेरियन ग्राउंड आफ ब्यू से है क्योंकि कलकत्ते में जो ८० लाख आदमी हैं उन को कम से कम पीने के लिये शुद्ध पानी तो प्राप्त होना चाहिये। अगर आप कलकत्ते में जा कर देखें तो गंदा पानी वहां का मैलाइन पायेंगे। जिस तरह हम ट्रयूमीनिटेरियन ग्राउंड आफ ब्यू से हिन्दुस्तान का पानी पाकिस्तान को देना चाहते हैं उसी ग्राउंड आफ ब्यू से फरक्का बराज से कलकत्ते के अन्दर रहने वाले ८० लाख निवासियों के लिये पीने का शुद्ध पानी प्राप्त हो सकता है। साथ ही मैं यह कहना चाहता हूं कि हमारे देश का ४५ परसेन्ट एक्सपोर्ट इम्पोर्ट कलकत्ते के पोर्ट से होता है। अगर फरक्का बराज से हमें पानी नहीं मिलता तो हजारों करोड़ रुपयों का इन्वेस्टमेंट जो कलकत्ता पोर्ट पर हुआ है वह पूरे का पूरा बेकार हो जाएगा। हम चाहते हैं कि हमारा वह रुपया बेकार न हो, हो, उस का हम उपयोग कर सकें।

जो रिपोर्ट हमारे सामने रक्खी गई है उस के अन्दर यह देख कर सदन को आश्चर्य होगा कि थर्ड प्लैन के अन्दर सिर्फ १ लाख ८ हजार टन जहाज का एडीशन हो रहा है। सब से बड़े आश्चर्य की बात तो यह है कि पांच वर्ष के अन्दर भारतीय जहाजरानी में सिर्फ इतना ही एडीशन किया जा रहा है जब कि केवल एक वर्ष के

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अन्दर १ लाख ३३ हजार टन का ऐडीशन किया गया है। एक वर्ष के अन्दर १ लाख ३३ हजार टन का ऐडीशन कर के आप ने दिखलाया दिया है कि आप की कैपैसिटी कितनी है जब कि प्लैनिंग कमिशन आप से कहता है कि पाच वर्ष के अन्दर सिर्फ १ लाख ८ हजार टन का ऐडीशन करो। मेरी समझ में नहीं आता कि यह प्लैनिंग कमिशन है या क्या है, यह उन की अदूरदर्शिता है या उन को इस विषय का ज्ञान नहीं है। पहली योजना में २ लाख १० हजार टन का ऐडीशन हुआ, दूसरी योजना में ३ लाख ४५ हजार टन का ऐडीशन हुआ, और तीसरी योजना में, जब कि हमारे एक्सपोर्ट और इम्पोर्ट को ६० परसेंट बढ़ाने की व्यवस्था हो रही है, आप ऐडीशन कर रहे हैं कुल १ लाख ८ हजार टन का। मैं नहीं समझता पाता कि देश का यह बढ़ता हुआ व्यापार, बढ़ता हुआ एक्सपोर्ट और इम्पोर्ट इस बढ़ोतरी से कैसे समय की गति के साथ चल सकेगा। मैं कहता हू कि योजना आयोग की यह नीति अदूरदर्शिता पूर्ण है समय की गति के पीछे है, उन्हें इस स्थिति का ज्ञान नहीं है, उन्हें भारत की सुरक्षा का ज्ञान नहीं है और भारतवर्ष की उन्नति का ज्ञान नहीं है। इस वास्ते मैं आप से कहना चाहता हूं कि वे जहाजों के वास्ते ५५ करोड़ रु० देंगे, और पोर्ट के वास्ते ७५ करोड़ रु० देंगे। इस प्रकार वे हिन्दुस्तान को विदेशी जहाजी कम्पनियों के वास्ते एक बाजार बनाना चाहते हैं। क्योंकि आखिर अगर पोर्ट बनेगा तो फायदा किस का होगा? विदेशी जहाजी कम्पनियों को ही उस का सुभीता प्राप्त होगा।

उपाध्यक्ष महोदय: माननीय सदस्य को चाहिये कि मुझ पर इतने इल्जाम न लगायें। मैं कहीं पर कुछ नहीं बनाना चाहता। आप केवल चेअर को ऐड्रेस करें।

श्री रघुनाथ सिंह: इस वास्ते मैं कहना चाहूंगा कि पोर्टस के वास्ते प्लैनिंग कमिशन ने ७५ करोड़ रु० रक्खा है और जहाजों के वास्ते ५५ करोड़ रु० रक्खा है। इंडियन शिपिंग बोर्ड ने कहा है कि इस के लिये ११८ करोड़ रु० रक्खा जाय। हमारी सरकार ने १०४ करोड़ रु० की व्यवस्था की प्रार्थना की थी, उसे काट कर ५५ करोड़ रु० कर दिया गया। दुनिया का एक सब से बड़ा अखबार है जो कि जहाजों के विषय में लन्दन से निकलता है, जिस का नाम 'फेअर प्ले' है। उस की तीन लाइनें मैं कोट करना चाहता हूं ताकि आपको मालूम हो सके कि प्लैनिंग कमिशन के बारे में और हमारी सरकार के बारे में उन की क्या राय है :

"The pity of the procedure arises from the fact that this body was acclaimed by the Government as the highest policy-making body for Indian shipping."

इंडियन नेशनल शिपिंग बोर्ड की हायेस्ट पालिसी मेकिंग बाडी है। लेकिन उस का फायदा क्या है? उस की रिकमेन्डेशन प्लैनिंग कमिशन नहीं मानता, सरकार की रिकमेन्डेशन वह नहीं मानता, आखिर किस की बात वह मानेगा, मैं नहीं जानता। उन्होंने जो ५५ करोड़ रु० रक्खा है वह किस दृष्टि से; उन की नीति क्या थी, उन के सम्मुख आंकड़े क्या थे, यह मेरी समझ में नहीं आता।

दूसरी बात आप यह देखेंगे कि जहां तक द्वितीय योजना का सम्बन्ध है, उस के अन्दर जो टनेज का टार्गेट है, उसे आप पूरा कर लेंगे, लेकिन द्वितीय योजना में एक बात और थी कि जो हमारा ओवरसीज ट्रेड है उस का १५ परसेन्ट भारतीय जहाजों से आयें और जायेगा। आप उस टार्गेट पर नहीं पहुंच सके। आप जिस टार्गेट पर पहुंचे हैं वह है सिर्फ ९.१

परसेन्ट। इस तरह से जो आप का ओवरसीज ट्रेड का टार्गेट था उस से आप ६ परसेन्ट पीछे हैं। जहां तक व्यापार का सम्बन्ध है, करीब २५ मिलियन टन ओवरसीज ट्रेड हिन्दुस्तान का है। आगे चल कर उसे ३७ मिलियन टन करने जा रहे हैं। अगर वह ३७ मिलियन टन होने जा रहा है तो आखिरकार उस में आप का हिस्सा क्या होगा, जब कि पांच वर्षों के अन्दर आप केवल १ लाख टन के जहाज आप बढ़ाने की व्यवस्था कर रहे हैं। इस से ज्यादा अधोगति हमारे कोस्टल ट्रड की है जिस पर हमारे माननीय सदस्य श्री गोरे प्रकाश डालेंगे। आप इस रिपोर्ट के पेज ३४ पर देखेंगे कि हमारी कोस्टल शिपिंग में कितना ऐंडीशन हुआ है। ८९०० टन का डिलीशन है, ७९५० टन का ऐंडीशन है और ३००० टन के करीब स्क्रैप होने को हैं। आप ने साल भर में कितने टन बढ़ाये।

कोल शार्टेज की बात को लीजिये। लगातार १५ वरस के अनुभव के बाद अब दिमाग ठिकाने आया है। आज कहते हैं कि ४० परसेन्ट कोल जहाजों द्वारा जाना चाहिये। लेकिन अगर पांच वर्ष पहले यह नीति अख्त्यार की होती तो हमारा कोस्टल ट्रेड काफी बढ़ा होता और आज जो कोल की शार्टेज है वह नहीं हुई होती।

आप देखें कि कोयले के मामले में विषमता क्यों पैदा हुई। आपने रेल और समुद्र संगठन समिति कायम की थी। उस ने सुझाव दिया था कि कम से कम कोयले का ४० प्रतिशत व्यापार जहाजों के द्वारा होना चाहिए। सदन् को यह सुनकर बड़ा ताज्जुब होगा कि रेल कोयले पर एक हजार मील के बाद कोई फ्रेट नहीं लेती। अगर तीन हजार मील कोयला ले जाना है तो रेल एक हजार मील के लिए तो किराया लेगी और बाकी दो हजार मील फ्री ले जाती है। मैं जानना चाहता हूं कि यह कौन सी इकानमी है। आप जहाजी कम्पनी से आशा करते हैं कि वह तीन हजार मील तक फ्री कोयला ले जाए। आज रेलवे दो हजार मील तक क्यों फ्री ले जाती है। आपका यह जनता के साथ कैसा व्यवहार है। यह जनता का पैसा है। आप जो भी रेट रखें वह एक सिद्धान्त पर होना चाहिए। अगर आप पांच पाई रेलवे से चार्ज करते हैं तो उतना ही शिपिंग को भी दीजिए। जब रेलवे एक हजार मील के लिए फ्रेट चार्ज करती है तो एक हजार के बाद और दो हजार मील जाने का फ्रेट क्यों चार्ज नहीं करती। यह पालिसी मेरी समझ में नहीं आती। इस वास्ते भारत सरकार को इस पर विचार करना चाहिए।

दूसरी बात मैं यह कहना चाहता हूं कि हमारे केवल एक प्रान्त में यानी सौराष्ट्र और गुजरात में ५१ पोर्ट हैं। हिन्दुस्तान का जितना कोस्टल व्यापार होता है उस में से ३६ परसेंट कोस्टल व्यापार सिर्फ एक स्टेट में होता है।

क माननीय सदस्य : ४० परसेंट।

श्री रघुनाथ सिंह: तो ४० परसेंट होगा। तो मेरे एक लायक दोस्त के अनुसार एक स्टेट में ४० परसेंट कोस्टल व्यापार होता है। लेकिन इस स्टेट के अतिरिक्त हिन्दुस्तान में आन्ध्र भी है, उड़ीसा भी है, महाराष्ट्र भी है। मैसूर भी है, बंगाल भी है, केरल भी है। उनका हिस्सा भी इस में होना चाहिए। लेकिन उनको अपना हिस्सा तभी मिल सकता है जब आप इन राज्यों में माइनर पोर्टस को डेवेलप करें। लाप साइडेड डेलपमेंट करने से सारे हिन्दुस्तान का डेवेलपमेंट नहीं होगा। आपको बंगाल का भी उतना ही डेवेलपमेंट करना चाहिये तना ही उड़ीसा का, उतना ही मद्रास का उतना ही आन्ध्र का, उतना ही केरल का और उतना ही मैसूर का करना चाहिए। एक स्टेट में तो ५१ पोर्ट हों और दूसरी में,

[श्री रघुनाथ सिंह]

जैसे उड़ीसा में, केवल दो हों, इस तरह से जहाजरानी की उन्नति नहीं हो सकती।

दूसरी बात मैं कहना चाहता हूं टैंकर के सम्बन्ध में। आप देखें कि केवल बरमा शैल कम्पनी विदेशी जहाजी कम्पनियों को टैंकरों के लिए ७ करोड़ १४ लाख रुपया किराए का देती है। हमारे यहां तीन रिफाइनरीज़ हैं। अगर उनको भी जोड़ लें तो आप देखेंगे कि २४ करोड़ रुपया ये आइल कम्पनियां टैंकरों के फ्रेट का देती हैं और यह फारिन एक्सचेंज के रूप में देती हैं। मैं पूछता हूं कि हम यह २४ करोड़ रुपया टैंकर्स के किराये का विदेशी कम्पनियों को क्यों दें। आप अपने निज के टैंकर क्यों नहीं बनाते। मैं प्रार्थना करूंगा कि आप अपने टैंकर बना कर इस २४ करोड़ रुपए को बचा सकते हैं। आपके देश में जो रिफाइनरीज़ हैं उनको आप बाध्य कर सकते हैं कि वे हमारे टैंकर्स से ही तेल मंगावें। जब अमरीका और इंगलैंड अपनी तेल कम्पनियों पर इस प्रकार का प्रतिबन्ध लगा सकते हैं तो हम क्यों नहीं लगा सकते। इस लिए मैं प्रार्थना करूंगा कि आपको अपने ज्यादा से ज्यादा टैंकर बनाने चाहिए। और इस फारिन एक्सचेंज को बचाना चाहिए।

आप करीब ६.५ मिलियन टन आइल इम्पोर्ट करते हैं। इस के लिए आपके पास कम से कम ३० टैंकर होने चाहिए। यह तो एक इनवेस्टमेंट है कि आज जहाज बनाइये और कल से आपको आमदनी होने लगेगी। मेरी समझ में नहीं आता कि ऐसा क्यों नहीं किया जाता।

मैं अन्न के आयात के संबंध में कहना चाहता हूं। सन् १९५९ तक गवर्नमेंट ने केवल अन्न लाने के लिए शिपिंग कम्पनीज़ को २२९ करोड़ रुपया दिया। इस में से २१२ करोड़ विदेशी कम्पनियों को दिया और १७ करोड़ भारतीय कम्पनियों को दिया। सन् १९५७-५८ में, केवल एक वर्ष में हमारी सरकार ने खाद्यान्न को छोड़ कर दूसरी चीजों के मंगाने के लिए ६० करोड़ रुपया जहाजी कम्पनियों को दिया। इस में से विदेशी शिपिंग कम्पनियों को ५२ करोड़ ३० लाख दिया और भारतीय कम्पनियों को ८ करोड़ ४ लाख दिया। मैं कहता हूं कि यह जो रुपया आप विदेशी जहाजी कम्पनियों को देते हैं इस को बचाया जाना चाहिये। हम देखते हैं कि आप एक तरफ तो फारिन एक्सचेंज का एक एक पैसा बचाते हैं और दूसरी तरफ उस को बिल्कुल फेंकते चले जा रहे हैं। यह चीज मेरी समझ में नहीं आती।

आपने मुझे एक सवाल के जबाब में बताया था कि अमरीका से जो गेहूं आवेगा उस के लिए आपको ८० करोड़ रुपया फ्रेट का देना पड़ेगा। गेहूं के कनसाइनमेंट पर कनसाइनमेंट आ रहे हैं। तभी तक आप इस में से कुछ गेहूं भी भारतीय जहाजों में नहीं ला सके। और एक पैसा आप नहीं बचा सके। आप इस प्रकार जनता के पैसे के साथ खिलवाड़ न करें। मेरी प्रार्थना है कि आप यह जनता का ८० करोड़ रुपया विदेशी जहाजी कम्पनियों को न ही दीजिए।

अमरीका के साथ जो आपका एग्रीमेंट हुआ था उस में कहा गया था कि ५० पर सेंट गेहूं अमरीका के जहाज लाऐंगे और ५० पर-सेंट हिन्दुस्तान के जहाज लायेंगे। इस के लिए आपने टेंडर काल किये लेकिन अमरीका ने आपके एक चपत लगायी। मैं समझता हूं कि यह बहुत अच्छा हुआ। अमरीका ने कहा कि इस गेहूं को ले जाने के लिये आप केवल भारतीय जहाज ही काम में ला सकते हैं, दूसरे देशों के जहाजों को इस काम के लिए चारटर नहीं कर सकते। उसका कहना है कि या तो इस रुपये को तुम लो या हमें लेने दो, किसी तीसरे को यह क्यों दिया जाए। लेकिन आपने ग्लेबल टेंडर मांगा। इस रिपोर्ट में लिखा है कि जो टेंडर हमने इनवाइट किया

वह एक्सेप्टेबिल नहीं है । क्यों नहीं है । इस वास्ते कि अमरीका तो २८ डालर एक टन का फ्रेट देता है और इंडियन कम्पनीज को आप ९ डालर देना चाहते हैं । कौन ऐसा मूर्ख व्यापारी है जो घाटा उठाकर व्यापार करेगा । जब अमरीका २८ डालर देता है और आप ९ डालर देते हैं तो कौन व्यापारी इस काम को लेगा । कोई व्यापारी अगर उसको एक कौड़ी का भी फायदा दिखायी दे तो वह व्यापार कर सकता है । लेकिन अपने घर से पैसा देकर कौन व्यापार करेगा । इसलिये मेरा निवेदन है कि इस ५० पर सेंट गेहूं को लाने के लिए आप अपने जहाजों का प्रबन्ध करें और नई शिपिंग कम्पनीज फ्लोट करें ।

अब सीमैन का सवाल है । हिन्दुस्तान में कुल ५६,९१८ सीमैन हैं जिनमें करीब १५००० पाकिस्तानी भी हैं । ३४,३५३ सीमैन बम्बई में रजिस्टर्ड हैं और २२,५६५ कलकत्ता में । इनमें से करीब ३१,०६९ सीमैन को अभी तक नौकरी मिल पायी है । बाकी को अभी तक नौकरी नहीं मिली है । हिन्दुस्तानी जहाजी कम्पनियां केवल ६००० सीमैन एम्पलाय करती हैं । हमारे जो १३ सीमैन इंडियन सकसेस नामक जहाज के थे और जिन्होंने अपने कर्तव्य के पालन में अपने प्राण दे दिये थे उनमें से २ सीमैन पाकिस्तानी थे । अब पाकिस्तान इनका कम्पेन्सेशन क्लेम कर रहा है । मेरी प्रार्थना है कि आप जब किसी फारिन नेशनल को बतौर सीमैन रजिस्टर करें, आप चाहे किसी पाकिस्तानी को रजिस्टर करें या किसी चीनी या जापानी को करें, क्योंकि ये भी हमारे देश में रहते हैं, तो आप उनसे इस प्रकार का एग्रीमेंट करवा लें कि उनके बारे में उनकी सरकार कोई हरजाना नहीं क्लेम कर सकेगी । इसलिए मैं आप से कहना चाहता हूं कि आप पाकिस्तानी नेशनल्स को यदि रजिस्टर करें तो उनसे इस प्रकार का एग्रीमेंट ले लें कि उनके बारे में पाकिस्तान सरकार को कोई दखलन्दाजी करने का अधिकार नहीं होगा ।

जहां तक शिपयार्ड का सम्बन्ध है . . .

उपाध्यक्ष महोदय : अब तो आप पृथ्वी के नजदीक आ रहे हैं, अब तो खत्म कीजिये ।

श्री रघुनाथ सिंह: मैं खत्म करता हूं ।

हमारे यहां दो शिपयार्ड हैं । आप जहाज खरीदते हैं तो आपको ९००० टन के जहाज के लिए १ करोड़ ५० लाख रुपया देना होता है । आपने हिन्दुस्तान शिपयार्ड के कुल ५ करोड़ ५ लाख के शेयर इश्यू किये हैं जिनमें ४ करोड़ ४३ लाख के शेयर तो सरकार के हैं । उस शिपयार्ड को बने बीस वर्ष हो गये हैं और पिछले आठ बरस से वह सरकार के हाथ में है । नये प्लान में उस शिपयार्ड की तरक्की के लिये सरकार ने कितना रुपया दिया है ? मुश्किल से ढाई करोड़ रुपया । और इस रकम से सरकार इस देश में शिपिंग की तरक्की करना चाहती है । मैं निवेदन करना चाहता हूं कि इस के लिये और अधिक रुपया दिया जाना चाहिए । डेढ़ करोड़ रुपये प्रति जहाज के हिसाब से तीन जहाज बनते हैं साढ़े चार करोड़ रुपये में । इस लिये यह आवश्यक है कि चार पांच करोड़ रुपया इन्वेस्ट कर के बाहर से जहाज खरीदने के बजाय सरकार खुद ही देश में जहाज कंस्ट्रक्ट करे ।

द्वितीय शिपयार्ड के लिये सरकार ने बीस करोड़ रुपये की डिमांड रखी और प्लानिंग कमीशन ने उस के लिये दस करोड़ रुपया रखा है । मेरा कहने का मतलब यह है कि इस काम के लिये चाहे दस करोड़ रुपये रखे जायें और चाहे बीस करोड़ रुपये, लेकिन हिन्दुस्तान जो बाहर से जहाज खरीद रहा है, वह बन्द होना चाहिए । हिन्दुस्तान में शिपिंग इंडस्ट्री की तरक्की होनी चाहिए, ताकि हिन्दुस्तान का रुपया हिन्दुस्तान में ही रहे ।

[श्री रघुनाथ सिंह]

हमारे यहां ड्राई डाक नहीं है । उसके लिये सिंगापुर और लंदन जाते हैं । आजादी के बाद दस बीस करोड़ रुपया ड्राई डाकिंग के लिये दे दिया गया है । कितना रुपया इस पर खर्च होता है । देश में एक ड्राई डाक क्यों नहीं बनाया जाता है, ताकि जो रुपया सिंगापुर, लंदन और न्यूयार्क भेजा जा रहा है, उसकी बचत हो सके ।

जहां तक रिपेयर डाक का सम्बन्ध है,

उपाध्यक्ष महोदय : अब माननीय सदस्य अपना भाषण समाप्त कर दें ।

श्री रघुनाथ सिंह: मैं सिर्फ़ दो मिनट में खत्म कर देता हूं । मैं पिछले तीन महीने में पहली बार बोल रहा हूं । इसलिये मुझे थोड़ा समय और मिलना चाहिए ।

गोखले कमेटी ने अपनी रिपोर्ट में इनलैंड वाटर ट्रांस्पोर्ट के बारे में अपनी स्कीम रखी है और कहा है कि ७० लाख रुपया खर्च करने से मंगलौर-कुंडापुर कैनाल बन सकती है । वहां रेल चल नहीं सकती है, क्योंकि इस के रास्ते में दिक्कत है । इसलिये वहां पर कैनाल बनाई जानी चाहिए, जो कि सिर्फ़ २८ मील लम्बी होगी । मंगलोर पोर्ट को एक मेजर पोर्ट बना दिया गया है, तो उस के लिये कारगो—१,५० हजार टन कारगो—कहां से आयगा ? रेलवे लाइन वहां बन नहीं सकती है । इसलिये आवश्यकता इस बात की है कि वहां पर कैनाल स्कीम को पूरा किया जाये ।

आखिर में मैं यह कहना चाहता हूं कि हमारे मिनिस्टर साहब टूटीकोरिन से सम्बन्धित हैं । टूटीकोरिन एक मेजर पोर्ट होना चाहिए ।

श्री चिन्तामणि पाणिग्रही (पुरी) । पारादीप के बारे में भी कुछ कहें ।

श्री रघुनाथ सिंह : फ़र्स्ट आई स्पीक एबाउट दैट । टूटीकोरिन पोर्ट की तरक्की तभी हो सकती है, अगर सेतुसमुद्रम् स्कीम को सफल बनाया जाये । जो शिप आज कोलम्बो पर काल कर रहे हैं, वे टूटीकोरिन काल करने लगेंगे । टूटीकोरिन फ़िनांशियली और इकानोमिकली एक अच्छा पोर्ट हो सकता है ।

Shri Goray (Poona): This is a vast subject, and I do not think that within the limited time at my disposal it will be possible for me to deal with all the multifarious aspects of this particular Ministry But I think it will not be an euphemism to say that the importance of this Ministry of Transport and Communications can be compared with the importance of the arteries, veins and the nervous system in a human body. Roughly the departments of this Ministry can be categorised under five heads: roads, shipping, posts and telegraphs and telephones and civil aviation; there is another Ministry dealing with the same subject namely, the Ministry of Railways. I would only confine myself to some of the aspects of this Ministry.

Let me start with the posts and telegraphs and telephones. The first thing I would like to draw the attention of the House is that unfortunately, one of the biggest unions has come under a cloud ever since they struck work last July. I would request the Minister that the decision taken at that time to withdraw the recognition of this Union should now be reconsidered. More than eight months have passed and all channels of direct communications between the Union and the Ministry have dried up. A good many complaints are piling up and I think that for the sake of better relations between the employees and Government, the sooner this decision is revised the better. Sometimes it is pleaded that Government are thinking of a new piece of legislation for trade unions in this country. But I do not know when that legislation is likely to

come before the House. Therefore, I would say that they should revise the decision and resume direct communication between the Ministry and the empolyees.

Dealing with the posts and telegraphs and telephones, I would say that there are two aspects; one is the physical aspect and the other is the human aspect. Regarding the first aspect, I would like to say that the Ministry should be congratulated on opening new post offices in the country. They should be congratulated especially because they have over-reached their target so far as the Second Five Year Plan was concerned. In the next Plan, that is, the Third Plan, their target has been a little more modest; they are opening only 17,000 post offices and providing 3 lakh more phones. I do not think this is an adequate provision. But I would say that even these post offices require a little more supervision. They have opened post offices, but the post offices are not functioning properly. If the new telegraph offices do not do their work properly, a good deal of dissatisfaction is created which can be really done away with with a little more supervision.

What we find in the village post offices is that the postman who goes on the rounds is not given his daily allowance, even though he has to spend more than a day outside. I suppose the Pay Commission has recommended that when the postman has to go round and stay away from home for more than a day, he should be given an allowance. He has to spend about a rupee. Naturally, he does not want to spend it out of his pocket and his first effort is to recover the money from his patrons. So I would say that when you are dealing with these poor people who have go to about in the country and do a lot of manual work, a little money should not be grudged.

The other aspect is this. If you take the General Post Office in Bombay as an instance, with which I am going to deal, you will find that in relation to the workload, the staff is inadequate. I have got some figures here which show that the staff justified in the GPO, Bombay, will be 161 officers and 1,093 clerks. As against that, the present position is that the officers are 132 and the clerks 946. This lacuna necessarily creates a lot of inefficiency and the whole work suffers. I would, therefore, request the Minister to see to it that the post offices are adequately staffed and no room left for this sort of discontent.

As regards accommodation in the GPO, Bombay—again I take the same example—we find that the space required there for the present work is about 1,02,159 sq. ft. Instead of that, the space at their disposal now is 57,677 sq. ft., which is half the space really necessary for efficient working. This is because the Posts and Telegraphs Department have not the authority to construct their own buildings. In so many places where new post offices are required, unless the CPWD comes to their help, they cannot erect their own buildings. I, therefore, wish that this human aspect as well as the physical aspect is taken care of and the new Board which has been constituted should be given more powers. They should have their own PWD and they should not be made to run every time to the Finance Department and to the CPWD to get their buildings sanctioned and erected. I can give you an instance. Take, for instance, the Post Office at Dhulia, West Khandesh. For the last four or five years the same old house is there. It is cramped and overcrowded and the new building is not coming because the CPWD has no time to erect the building.

13 hrs.

Then, Sir, there is a veritable jungle of forms and printed material in every post office. Literally, millions of forms are printed. I would like to point out to the hon. Minister that there must be some sort of a

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control. We must know how many forms are really printed because the orders are of the order of crores of forms and one does not really know how many forms are printed, how many forms are really delivered and how many forms are actually used. It is quite possible that 25 per cent of that may be going waste and there we might be wasting a lot of money.

Regarding inefficiency, I would like to point out that so far as the Postal Guide is concerned, the Postal Guide is there which was printed in 1957. No revision has taken place. In the meanwhile, thousands of post offices and telegraph offices have been started. When you go to the post office, ten or fifteen minutes will pass before the man finds out the place, if at all. Then, a person like me who goes there finds fault with the man at the window and the man at the window says, "I am helpless." It is because there is so much of material which is not codified, which is not adjusted, which is not categorised that it becomes impossible for the poor man to give satisfaction to the patron. Therefore, I would say that if you want to improve the efficiency, then you will have to take care of these things.

Another suggestion that I would like to make is about the peak hours. For instance, they have given us a *Meghdoot*, that is, the postal van which comes to our door. The same facility obtains in Bombay and Calcutta and in many other big cities. What happens is that people pile up their post and they go there and we find a long queue standing there with registered post and other things. I would say that if you really want to increase the efficiency of the people, you should make it a rule that only post-cards and envelopes should be dropped there and the registered post and other things should be delivered at the regular post offices. There again, I would say that at the last moment there are all sorts of people coming and wanting to post their letters. Can you not introduce a system by which you can say that those people who bring their registered post, money orders and other things before a particular hour will be given a rebate of 5 nP. or something? If that is done perhaps the companies which deliver hundreds of registered letters and parcels may be induced to come early in time and the whole thing can be properly staggered. So, I would say that something of that sort should be done. Otherwise, you will find that at peak hours there will be so much work that people there will not be able to cope with the work and there will be a lot of inconvenience and inefficiency.

Sir, many things have been said about the telegrams and telephones. I do not want to repeat them. But, this sort of situation, so far as telegrams and telephones are concerned, gives rise to a very piquant position. Sometimes it is very ridiculous; sometimes it is tragic. I was told of an instance where a wrong telephone connection was given and news of death in the family was conveyed and the people at the other end got themselves shaved and afterwards they came to know that the man who was dead was somebody else, not their relative. I have come across a story in Bombay where the Telephone Directory described one person as a pimp or a procurer. It was printed like that. When it was brought to the notice of the authorities, when the copies sent in circulation were withdrawn and a new edition was brought out. These are, I suppose, tragic and humorous instances which have their own moral. The moral is that the work has grown so much in volume that unless you really have a good supervisory staff and an adequate staff to deal with all these matters, such situations are likely to arise.

Now, I would like to deal in a brief way with the Civil Aviation Department. The most tragic thing that was brought to my notice was about the unemployed 70 young pilots who have ben trained by our Civil Aviation Department. They said that in spite of the fact that nearly Rs. 70,000 are spent on every trained young pilot, they are without jobs for the last two or three years. They have tried everywhere, but they do not get any jobs. It seems that in spite of the contract with the Airlines Corporation, they are not absorbed because they say that they do not wany any pilots. What is happening is that all this valuable training is going waste. I think, that it is certainly not beyond the intelligence of the Ministry of Transport and Communications and the Ministry of Defence to absorb these young pilots. If the Ministry of Transport and Communications cannot absorb them, then certainly, I suppose, the Defence Ministry can absorb them. They can be used for dusting operations on the crops. That can be done. But, somehow it seems that there is nobody to look after them and they have been running from door to door and, they say, after one or two years, if they remain unemployed with their talents unused, they will be unfit to work on a plane. I would, therefore, request the hon. Minister, in their name, to say that something ought to be done to get these people absorbed because we have spent so much money and besides spending so much money such valuable human material is likely to go waste.

Sir, I would deal with shipping in my concluding remarks. But before that I would like to say something about the roads. Somehow, it seems that so far as road transport is concerned, the Planning Commission does not seem to be in favour of giving them more money. I do not know what the policy is. Anyway, it is a suicidal policy. The Planning Commission itself had said in the Second Plan that the general growth of economic activity in the country in recent years and the inability of the Railways to meet all the traffic demands should provide considerable opportunity for the expansion of road transport. Then, in the next sentence, they say: "Unfortunately, it nas not taken place." Who is to be blamed? I do not know. Why is it that the Railways are always treated as a pet child of the Government? It is not only a pet child of the Government, but, if I may be allowed to say so, it is also a spoilt child because we know that the Railways have reached saturation point and unless we turn our attention to the development of roads and other modes of transport, this transport bottleneck is not going to be solved. No commentary can be more eloquent than the amount of coal lying on the one side unlifted at the pit-heads, and on the other side, plants and factories being forced into idleness for want of coal. That is a very eloquent commentary and I need not add anything to it. That itself is enough proof that something is radically wrong with our whole transport policy and unless we change it or modify it, the more we expand our producing capacity, the more the crisis will deepen. It is very obvious because everywhere we are thinking of having more steel, more foodgrains, more fertilisers, more cloth, more of everything except of road transport system. I do not know how this can be done. Therefore, I would still request the Planning Commission through you and through the Minister that they should reconsider the whole matter. Otherwise the things will go on piling without the means of transporting them and we shall die under the weight of the things that we have produced. That should not happen if there is a good plan in respect of it.

It was not only the Planning Commission but also the World Bank—the International Bank for Reconstruction and Development—who

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have said in their report for 1956 as follows:

> "We urge that the Government should review its whole transport policy and programme with a view to maximising transport by all available means—by rail, road coastal shipping and inland waters".

What is happening to the roads? The Minister may say that the Nagpur decision has been implemented. That is true. But in spite of the fact that the Nagpur decision has been implemented, we find that we are short of roads. We want more roads and more vehicles to run on the roads. If that is the position and if we find that in spite of the fact that it is the crying need of the hour we are putting the vehicular traffic or the motor transport under more and more odds, then, I do not know how the road transport can develop at all. Compared to the railways, all sorts of hurdles are placed in the way of those who want to develop their motor transport. All sorts of duties and all sorts of licences are there, and they cannot go beyond a particular limit. I am told—I am subject to correction—that in spite of the fact that the Joint Committee here had said that there should be no restrictions on the distance to which motor transport can travel, the departmental orders have been that they cannot be allowed beyond a particular limit.

Shri Raj Bahadur: Which committee?

Shri Goray: Just now I have not got it. I will tell him later on. If that is so, and if you think that motor transport ought to be developed, and it will not be possible to break this bottleneck of transport, then I think that everything must be done to see that the vehicular traffic gets precedence, or, if not precedence, at least they are treated on a par with the railways. It is a patent fact that the railways will not be able to cope with all the traffic; and it is also a patent fact that unless we allow a different variety of trucks—articulated and all that and unless we develop their carrying capacity as they have done in the western countries, it will not be possible for India to deal effectively with this transport bottleneck.

Then I would like to say that in shipping also, we are not doing everything that is possible to increase our tonnage. I do not want to repeat what my hon. friend Shri Raghunath Singh has said, because he has made a special study of the whole matter. But there are certain very curious figures given in this report for 1960-61. About Calcutta, we find that in the year 1959-60 the total traffic handled in millions of tons was 96,29,356, while in Bombay, during the same period, it was 1.31,46,207. This is the state of affairs just now. In Bombay you find that the total tonnage handled is much greater than that in Calcutta. Why does it happen like this? Is it because that the finances are denied to Calcutta? It is not so.

Shri Raj Bahadur: Oil traffic.

Shri Goray: You find that while Rs. 9 crores have been provided for the development of the Calcutta port, Bombay has been given only Rs. 139 lakhs. I was told that there are more men employed in Calcutta port and that there is more of capacity to handle the goods. Why then is this happening? Maybe that the port is well inside and is silting up. All these problems are there. That is one thing. The other problem to which I would like to draw the attention of the House is that the labour relations at Calcutta port are not good at all; while in Bombay, the tendency is to take up the issues as they come and solve them immediately, it seems that in Calcutta nothing gets solved. I would like to request the Minister, therefore, to devote his attention to this matter and see why, in spite of the fact that

there is more man-power available and there is more of finance available in Calcutta, the tonnage handled in Bombay exceeds that of Calcutta. It should not happen like that. There must be some relationship between the finance available and the capacity and the actual turnover. Therefore, I would say that everything is not good there, there is some rot somewhere, and the sooner we pay attention to it the better.

The next point to which I would like to draw the attention of the Ministry is about the lopsided growth. I know that you cannot have a harbour for the asking. There are such things as natural facilities. There must be a port where it is possible for big ships to enter. Such a port cannot be had and built up artificially. That is true. But I would say that the west coast can provide good harbours provided you do the necessary things like dredging and so on. I make bold to say that so far as the ports in my State are concerned, practically no attention is being paid to them. Very little attention is paid, and only paltry sums are made available. It is not only my State which is suffering but the whole hinterland is also made to suffer. Therefore, if you are going to have more and more imports, more and more shipping, more and more produce of all kinds, and if you want the exports also to jump, I think that all the natural facilities which are already available on the West Coast will have to be increased by our own efforts. The whole chain of ports on the eastern and western coast should be imporved and attention must be paid to this aspect of the matter.

About shipping, I would also say that we are moving at a snailspace. There again it seems that the Planning Commission has taken an unfavourable view, and it has made a very inadequate provision for shipping. Again I do not know why this self-defeating policy is pursued. If we are really to carry our goods in our own bottoms, the whole House must insist upon the Planning Commission to revise its views. It was a very pathetic thing to hear from Shri Raj Bahadur the other day when he said that all our pleadings have gone in vain and that the Planning Commission has taken a decision which we cannot change. The Ministry is not pleading for its own self-aggrandizement. It is for the good of the country as a whole, and if that is so, and if we really feel that there is a bottleneck so far as transport is concerned, I do not know why the House should not insist on meeting the Planning Commission and impress upon them the necessity for making more provision available to the Ministry of Transport and Communications.

In this connection, I would say that it is not only the Ministry of Transport and Communications which is responsible for the bottlenecks.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Goray: Just one minute, Sir. We have insisted in this House many times that so far as this crisis is concerned, all the Ministries concerned should meet. If I remember aright, in the presence of the Speaker, we were told that we would meet and we shall take the Members of Parliament into confidence and explain to the Planning Commission the whole situation. Such a meeting has not taken place. If you want to solve this crisis—it is a real crisis and there is no question about it and it is no use hiding the facts—really there should be a committee appointed which will bring these two or three Ministries together and try to streamline all the problems that are threatening us. With these words, I conclude.

Shri Osman Ali Khan: (Kurnool): Mr. Deputy-Speaker, Sir, the department of Civil Aviation in the Ministry of Transport and Communications deserves to be congratulated

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because the Indian Airlines Corporation has, for the first time, made profits for the year 1959-60. The IAC has made a profit of Rs. 7·81 lakhs and let us hope that it will continue to make profits in the years to come. This profit of Rs. 7·81 lakhs by itself is a very meagre amount taking into account the capital invested, which is about Rs. 170 lakhs. This figure of profit could be considerably improved if economies are effected in the operations of the Indian Airlines Corporation. On this subject, which has been exhaustively dealt with by the Wheatcroft Committee, several recommendations have been made by that committee for effecting economy. It is very necessary that those who are in charge of the Indian Airlines Corporation at various levels should feel cost-conscious and economy-conscious. A reference is made to this aspect of the problem in the Wheatcroft Committee report, wherein it is said:

> "An effective system of budgetary control is a primary necessity for effecting economies in IAC expenditure. But almost as important is the need to create an attitude of mind in the staff at all levels that costs must be kept down to the lowest possible level. There is a tendency in IAC to start always from the presumption that 'the job must be done properly' and that costs are a secondary consideration. This attitude must be changed."

This is what the report says.

As I just now said, the committee has suggested several measures to effect economy in various levels in the IAC operations. I will refer to a few of the measures suggested. The IAC is operating five Skymasters in the night airmail service. In fact, four aircraft are in operation connecting the four major cities of India and one is a spare and stand-by aircraft. These night airmail aircraft operate only during the night. By the morning the aircraft is back in the home aerodrome. During the whole day, the aircraft is lying idle. The Wheatcroft Committee suggests that there should be a better utilisation of these aircraft and during the day, at least for nine hours, the aircraft could be utilised. The committee suggests that there should be a flight of 2500 hours on an average for this fleet of five Skymasters.

I do not know how far this recommendation has been accepted, because we do not see Skymasters flying on many routes. There is one Skymaster flying between Bombay and Bangalore in the morning, but I am sure the target fixed in that report, viz., 2500 hours on an average, has certainly not been reached.

As a measure of economy, great stress has been laid in this report, which is a very valuable and expert report, about the replacement of the Dakotas. Out of a fleet of 69 aircraft that we have, as many as 54 are Dakotas. As we know, the Dakota aircraft is outmoded and uneconomic aircraft. It has been said in the report that by replacing it by a suitable aircraft, we can effect an economy of 25 per cent, which is a very large economy. It is suggested in this report that these Dakota aircarfts have to be completely replaced at least during the coming five years.

If the 54 Dakotas are to be replaced during the next five years, it works out to 11 aircraft every year. But during this year, it appears that we will be getting five Fokker Friendships to replace the Dakotas. It is not sufficient, because at this rate, it will take 10 to 11 years to replace the whole fleet. I wish we are able to replace the Dakotas at a faster rate. We should be able to find the finance for it. If Air India International is able to purchase heavy Boeings from outside on credit, we should be able to obtain finance for IAC also.

It appears that all the five Fokker Friendships we are getting will go to

the Assam region. Of course, this decision has been taken probably for operational reasons, but it would have been very nice if at least one of these aircraft is sent to the southern region, so that our people, who are eager to see the progress made in every direction, would be very happy to see a Dakota replaced by a Fokker Friendship, which is a very fine aircraft. I hope at least when further planes come, some planes would be sent to the southern region also. Another point mentioned in the Wheatcroft Committee report is about reducing the flying staff costs. In the Skymasters and Viscounts that we operate today, we have a pilot, a co-pilot, a radio engineer and also a flight engineer. The committee has suggested that it is not necessary to have a flight engineer on the Viscounts and the Skymasters, because by a little training to the radio engineer, it should be possible to manage without a flight engineer. This means considerable reduction in flying staff cost, because it is not only the cost that is reduced, but there is space for one more passenger in the aircraft, which means additional revenue.

Shri Joachim Alva (Kanara): Viscounts get into trouble many times on flight. Who will look after them?

Shri Osman Ali Khan: When the aircraft is on flight, we do not expect repairs.

In this Wheatcroft Committee report, a specific reference has also been made to the unsatisfactory condition of our booking and reservation facilities at the moment. I would like to lay particular stress on this one point, because the booking and reservation facilities for air services that we have today are, I should say, deplorable. For those who go by air, time is precious. It takes a couple of hours to fly from Calcutta to Bangkok or from Bombay to Calcutta by a Boeing. But if we go to the booking office at Calcutta or even at Delhi it takes 1½ hours to get the ticket. This cannot be tolerated and it should be stopped.

For you to appreciate, I will give a practical example. I had a very bad experience at Calcutta last year; I did not announce myself as a Member of Parliament and I waited along with others. That was last year and I need not talk about it. But right in Delhi, it takes quite a long time to get a ticket. There are not sufficient number of persons at the counter. It is not only the number of persons, but I should say the entire procedure of issuing tickets is outmoded and it can certainly be improved.

It was only day before yesterday that I happened to go to the booking office for a ticket and I waited for 40 minutes. I could have gone into the officer's room and got the ticket, because they generally oblige. But I waited to see how long it takes. I waited for 40 minutes. There were two people before me. I asked, "Is it a normal thing?" They said, "No; sometimes it happens like this." But I have seen it many times; it has happened to me many times before. I said. But that gentleman frankly said. "There is nothing that we can do. We have made several representations and there are many difficulties".

While I was waiting in the queue, there were many others who were getting impatient. One person said, "I am waiting from 7·30 and it is now 8·30". He was second in the queue. There were three persons at the counter. This sort of affairs cannot continue. It must be improved. After all, passenger amenities and facilities cost only 6 per cent of the entire costs. If necessary it can go up by 1 per cent. This includes catering and everything. We cannot afford to have such delays at the booking office. A reference has been made in this committee's report that a responsible officer should be deputed to study and simplify the method of issuing tickets. To enquire if a ticket is available or not, one has to wait

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in the queue. In the enquiry there is nobody. Even there is a person in the enquiry, he does not say this. When you go to the IAC booking office, you cannot wait for one hour and more. Something has to be done in this direction.

I would like to refer to the route Delhi-Madras and Madras-Delhi. While speaking on these Demands last year and year before last I had pointed out that the timings should be revised. I am glad to say—I should thank the Ministry for that—that they have revised the timings. Now we have a service in the morning which reaches Madras at about 11 O' clock in the morning without wasting the whole day. As a result of the change in timings the traffic has so much increased on this route that it is not possible to get a ticket even four to six days in advance. I am happy that there is so much of traffic, but I should point out now that it is necessary to have a second service on this route. I found the other day at Hyderabad that there were as many as 17 passengers on the waiting list who were to eager to take the journey. Many had actually come to the airport and they had to go back because tickets were not available. Sir, on other important routes connecting other big cities—Delhi-Bombay, Delhi-Calcutta etc.—we have two or even three services. It is very necessary now that we should introduce one more service to Madras also—one in the morning and one in the evening.

While I have referred to the difficulties of the public at the booking offices, I would just like to make a reference to the Posts and Telegraphs Department in a very brief manner. Sir, we are in a democratic country. The goodwill of the people is very essential. We have to face the elections. Every act of this Government is being judged by the common man who is now able to understand and appreciate things.

Shri Braj Raj Singh (Firozabad): Alas.

Shri Osman Ali Khan: The Posts and Telegraphs Department, as has been pointed out by other hon. Members, is the department where your activities come constantly before the public eye. I would like to refer particularly to the telephones. It is not so bad in some cities, but in Delhi it is very bad. If you want to book a trunk call and you dial 990, nobody receives the call for one or two minutes. Then you are told: "Just a minute please". We are kept waiting sometimes for ten minutes. Then we will have to remind them and ask what happened to the call, whether the call had matured. Then they say that they will ring us back, and the call will mature probably in 20 minutes or sometimes even more.

Shri Ansar Harvani (Fatehpur): They never ring you back.

Shri Osman Ali Khan: Yes, sometimes they never ring us back.

An Hon. Member: Are you not given a token number?

Shri Osman Ali Khan: They give a token number after 20 minutes. So I feel that the Department of Telephones in Delhi—it is not at all bad in Bombay, it is certainly good in Madras and it is equally good in Calcutta—is not working properly, the telephone service is very bad and something has to be done to improve the conditions there.

Shri Subiman Ghose (Burdwan): There is always darkness below the lamp.

Shrimati Laxmi Bai (Vikarabad): Sometimes we have to ring up about 20 times before we are told that the call has matured.

Mr. Deputy-Speaker: If there are calls from all sides, then perhaps there must be difficulties.

Shri Osman Ali Khan: Another thing I would like to mention is....

Shri M. B. Thakore (Patan): Government gets priority.

Shri Osman Ali Khan: I was very happy to see from the report that a number of post offices have been opened and many villages are now being served by postal facilities. But the standard of efficiency has gone down considerably. A letter posted for Madras should be taken by the night air mail service from here and delivered at Madras in the morning, but it is delivered at 5 o'clock in the evening after the offices have actually closed. I have brought this to the notice of the hon. Minister. I have written letters to the Director-General Posts and Telegraphs. I have also written to the P.M.G., Madras and also P.M.G:, Delhi Things have improved a bit, but still it happens in the manner that I have just mentioned.

Another colleague of mine has just come and told me that a Member was to arrive from Assam and a telegram was sent that the car may be sent to meet him, but the telegram reached here after the Member actually arrived in Delhi.

An Hon. Member: Express delivery.

Shri Osman Ali Khan: So, Sir, I suggest that steps should be taken to improve the efficiency. It is not enough if we go on increasing the number of post offices. If necessary a separate department has to be organised to see that the efficiency is improved.

श्रीमती उमा नहरू (सीतापुर) : श्रीमान जी, मिनिस्ट्री आफ़ ट्रांस्पोर्ट एंड कम्यूनिकेशन्ज की उन्नति देख कर हमें खुशी होती है। मुझे पूरा विश्वास है कि यह मिनिस्ट्री तीसरी योजना को जरूर सफल करेगी। इस मिनिस्ट्री पर सारे देश का दारो-मदार है, क्योंकि इस मिनिस्ट्री का सम्बन्ध ट्रकों, बसों, हवाई जहाजों, पानी के जहाजों और वैगनों वगैरह चीजों से है। जितनी स्पीड से वह उन को चलायेगी, उतनी तेजी से ही देश में होने वाला प्राडक्शन एक जगह से दूसरी जगह पहुंचाया जायगा। अगर इस मिनिस्ट्री में कमजोरी होगी, तो प्लानिंग चल नहीं सकेगा। इसलिये यह बहुत जरूरी मिनिस्ट्री है।

आप ने हवाई जहाजों के बारे में सुना है। पानी के जहाजों के बारे में तो हमारे एक्सपर्ट, श्री रघुनाथ सिंह, से सब बातें आप ने सुनी हैं। मैं आप को रोज़-मर्रा की और ज़मीन की चन्द बातें बताना चाहती हूं।

मुझे इस बात की खुशी है कि देहातों में डाकखाने खुलते जाते हैं और हमें यकीन है कि जहां डाकखाने नहीं खुले हैं, वहां भी उन को खोलने का इन्तजाम किया जायेगा। लेकिन मेरा कहना यह है कि डाकखाने तो खुलते हैं, लेकिन उन के लिये देहातों में मकान नहीं हैं। जिस वक्त कोई डाकखाना खुलता है, तो बड़ी मुश्किल से किराये पर कोई छोटा मोटा मकान मिलता है। इसलिये इस तरफ़ तवज्जह देनी चाहिए और देहातों में पोस्ट आफ़िसिज़ के लिये छोटी छोटी इमारतें बनाई जानी चाहिएं।

हम देखते हैं कि देहात में डाकिये को, पोस्टमैनों को, मीलों चलना पड़ता है, जिसका नतीजा यह होता है कि हमारा काम देरी से होता है। अगर इन्सान मीलों पांव से चले, तो देर होना लाज़िमी है। इसलिये हम समझते हैं कि बेचारे डाकियों का ख्याल कर के उन के लिये साइकल्ज़ का बन्दोबस्त करना निहायत जरूरी है। उस से हमारा काम तो जल्दी होगा ही, उस के साथ ही हमें यह भी ख्याल रहना चाहिए कि हमारे आदमी में इतनी थकावट न हो जाये कि वह कमजोर हो कर काम न कर सके।

जब हम उन लोगों की तन्ख्वाहों को देखते हैं, तो हम हैरत में रह जाते हैं। जब वे ऐसे काम पर भेजे जायें, तो उन को डेली एलाउंस मिलना जरूरी है। इस के बग़ैर उन के साथ न्याय नहीं हो सकता है।

[श्रीमती उमा नेहरू]

मिनिस्ट्री जो पोस्ट आफ़िस खोल रही है, जहां पर मुनासिब हो, वहां तारघर भी खुलना जरूरी है । जिस वक्त मैं सीतापुर कांस्टीट्युएन्सी से इलैक्ट हुई, तो नहां एक गांव लहरपुर में गई । मुझे नहीं मालूम था कि वहां न पोस्ट आफ़िस है, न डाकखाना है, न तारघर है, कोई चीज वहां नहीं है । मैं ने मामूली तौर से तार और खत दिया डालने को, तो उन लोगों ने कहा कि बारह, पंद्रह मील जाना पड़ेगा, तो पोस्ट करेंगे । मैं ने सोचा कि यहां अजीब हालत है अगर इन्सान मर भी जाये, तो खबर न मिले । मैं ने यहां पर श्री राज बहादुर से यह बात कही । मुझे खुशी है कि उन्होंने वहां हमें सहूलियत दी और इसके लिये मैं उनकी मशकूर हूं । एक छोटा सा डाकखाना वहां पर है । जब हम वहां पर जाते हैं, तो हम देखते हैं कि उस की वजह से कितनी सहूलियत वहां के लोगों को मिल गई है । जिस रोज यह डाकखाना खुला, देहातियों की हालत यह थी कि उन्होंने बैठ कर डाकखाने पर कवितायें बनाईं और दिन भर वे गाते बजाते रहे । इतनी खुशी हुई उन को डाकखाने से । इस में कोई शक नहीं है कि रेल गाड़ियों से ज्यादा हम को सड़क पर ध्यान देना है । जो भी प्लानिंग आप करें, उसमें देखें कि सड़कों पर ज्यादा ध्यान दिया जाये । अभी यहां पर मैंने किसी भाई को कहते हुए सुना है कि रेलवे पेट चाइल्ड है, रेलों के साथ फेवरिटज्म किया जाता है । लेकिन मुझे ये बातें सरकार से नहीं कहनी हैं । लेकिन इतना मैं जरूर कहना चाहती हूं कि अगर आप रेलवे के इतिहास को देखें तो आपको पता चलेगा कि अंग्रेजों के वक्त में रेलें माल को ढो कर पोर्ट्स पर ले जाती थीं और वहां से माल ला कर जहां उसे जाना होता था, पहुंचाती थीं । अंग्रेज रेलों पर इसलिए जान देते थे, इसलिए उनको सब से पहले रखते थे क्योंकि उनको अपने देश का खयाल था और अपने देश को माला माल करना चाहते थे । रेलों के लिए इंजन विलायत से बन कर आते थे, कोचिज विलायत से आती थीं, वैगंज वहां से आती थीं और उनका एक ही ध्येय था कि अपने मुल्क को अमीर किया जाये । लेकिन आज जब आप प्लानिंग करने जा रहे हैं तो माल को इधर से उधर ले जाने के लिए आपको सड़कें भी इस्तेमाल करनी हैं । लेकिन सड़कों की हालत आज जरूर खराब है, बिल्कुल भी अच्छी नहीं है । आपको उस तरफ ध्यान देना चाहिये । आप सड़कों पर ध्यान दे कर ही ट्रक्स पर, बसिस पर, हवाई जहाजों पर, पानी के जहाजों पर तथा दूसरी तमाम चीजों पर ध्यान दे सकते हैं और तभी आपका जो प्लानिंग है वह सकसेसफुल हो सकता है । इस वास्ते मैं चाहती हूं कि इस ओर आपका ध्यान जाये ।

पिछली बार मैं लखनऊ गई थी पार्लिमेंट का सैशन खतम होने के बाद । वहां जा कर मैंने देखा कि जो मेरी टेलीफोन डायरेक्ट्री है, वह साल भर पुरानी रखी हुई है । मैंने लिखा और पूछा टेलीफोन वालों से लखनऊ में कि क्या वजह है कि आज १९६० है जबकि मेरे पास १९५९ की ही डायरेक्ट्री पड़ी हुई है । डायरेक्ट्री आप देते नहीं हैं लेकिन नम्बर सभी मकानों के बदल जाते हैं । पुरानी डायरेक्ट्री को देखकर जब मैं फोन करती थी तो जिसको मैं फोन करती थी, वह तो मिलता नहीं था और ही कोई मिल जाता था । मैंने टेलीफोन वालों से कहा कि मुझे १९६० की डायरेक्ट्री भेज दो जिस के जवाब में मुझे उन्होंने बताया कि हमें बड़ा अफसोस है, हम भेज नहीं सकते हैं, कागज का टोटा पड़ गया है, कागज नहीं है और १९६० की डारेक्ट्री छप नहीं सकी है । इलाहाबाद को हमने लिखा हुआ है, वहां से जब आयेगी तब भेजी जायेगी । जब मैं इस तरह की चीजों को देखती हूं तो अफसोस होता है और ख्याल आता है कि एफिशेंसी कहां पर रह गई है । हमें चाहिये था कि हम कागज इत्यादि का पहले से बन्दोबस्त कर देते ।

अब मैं टेलीफोन के बारे में कुछ कहना चाहती हूं । कांस्टीट्यूशन हाउस में एक टेलीफोन एक्सचेंज था । उसको अलग करके हमने आटोमेटिक लगाया । उसको अलग इसलिए किया क्योंकि हम थक जाते थे और नम्बर नहीं मिलता था । इसका कारण यह होता था कि टेलीफोन में जो भी लड़के या लड़कियां होती थीं, वे बातें ही करती रहती थीं और सुनती ही नहीं थीं । हमने उसको आटोमेटिक किया । लेकिन आटोमेटिक करने के बाद भी हालत यह है कि जब कभी भी हम कोई नम्बर मिलाते हैं तो जिस नम्बर को हम मिलाते हैं, वह नम्बर हमें नहीं मिलता है । भगवान जाने वह नम्बर किससे मिल जाता है और क्या होता है । कई बार ऐसा भी होता है कि जिन दो आदमियों की बातचीत हो रही होती है, जब तक वह खत्म नहीं हो जाती नम्बर मिलता ही नहीं है । अगर आप टेलीफोन को कान पर लगाये रहें तो आप उनकी सारी बातचीत सुन सकते हैं । अजीब हालत है जो हो रही है । हर रोज ऐसा होता है ।

अभी दो दिन पहले का वाकया मैं बयान करती हूं । मेरा जब पे बिल आया तो उसमें मैंने क्या देखा कि टेलीफोन के ट्रंक काल के पैसे उसमें से काट लिए गए हैं । यह ट्रंक काल किसने किया और किस नम्बर को किया और कैसे वह ट्रंक काल हो गया, मुझे कुछ पता नहीं मगर पैसे मेरे पे बिल में से कट गए ।

श्री अजराज सिंह : आपके घर से कोई कर गया होगा ।

श्रीमती उमा नेहरू : मैंने किया नहीं मगर कटा मेरे पे बिल से । किसी और ने किया और किसी और को किया, लेकिन पैसे कटे मेरे पे बिल में से । इस तरह की कई अजीब बातें होती हैं ।

उपाध्यक्ष महोदय : आप किसी दूसरे की बात कान लगा कर सुन रही होंगी ।

श्रीमती उमा नेहरू : अब मैं खतों की हालत पर आती हूं । जब कभी रजिस्टर्ड खत भेजे जाते हैं तो यह डाकखाने वालों की मर्जी पर निर्भर करता है कि वे पहुंचायें या न पहुंचायें और जब मर्जी हो पहुंचायें । एक्सप्रैस तार के बारे में अभी मेरे एक भाई ने कहा कि इंसान पहुंच जाता है, तार नहीं मिलता है । ये सब चीजें ऐसी हैं, जो तकलीफदेह हैं । मैं चाहती हूं कि मिनिस्टर साहब इन पर गौर करें और इनको दुरुस्त करने की कोशिश करें । जब इस तरह की चीजें होती हैं तो इनसे साबित होता है कि डिपार्टमेंट में इनएफिशेंसी है और काम ठीक नहीं चल रहा है । ऐसा मालूम होता है कि जो काम करने वाले हैं, उनको कुछ अजीब ढील आपने दे रखी है काम चाहे छोटा हो या बड़ा, हमेशा ही उसको एफिशेंटली किया जाना चाहिये । जब तक एफिशेंटली काम नहीं होगा तब तक काम ठीक नहीं हो सकता है ।

एक और बात कह कर मैं समाप्त कर दूंगी । पिछले साल पोस्ट आफिस में स्ट्राइक हुई थी । जो स्ट्राइकर्ज थे, उनके साथ गवर्नमेंट की बातचीत हुई और उसके फलस्वरूप कुछ स्ट्राइकर्ज को माफ कर दिया गया और उनको वापिस नौकरी में ले लिया गया । वे स्ट्राइकर्ज जिनको अभी तक वापिस नहीं लिया गया है और जिन के बारे में अभी भी सोचा जा रहा है कि सरकार की उन से बातचीत हो, उनको भी मैं चाहती हूं वापिस नौकरी में ले लिया जाना चाहिये । हमें चाहिये कि हम ख्याल करें कि लोग बेवकूफी भी कर बैठते हैं और स्ट्राइक कर बैठते हैं । लेकिन जो कुछ भी हुआ, वह तो हुआ अब हमें देखना है कि उनके बाल बच्चे हैं, उनकी फैमिलीज हैं और हमें चाहिये कि हम उन फैमिलीज का विचार करें । अगर सरकार चाहती है कि स्ट्राइक हो ही नहीं और उसके मुलाजिम स्ट्राइक पर न जायें तो सरकार को चाहिये कि वह कोई कानून बना दे ताकि कोई स्ट्राइक कर ही न सके । लेकिन जहां तक पिछली स्ट्राइक का सम्बन्ध है, मैं

[श्रीमती उमा नेहरू]

समझती हूं कि थोड़ा बहुत कसूर इन्सान से होता है और उसको माफ कर दिया जाना चाहिये और उनके खानदानों को, उनके परिवारों को तबाह होने से बचाया जाना चाहिये । उनके परिवारों की परवरिश करना बहुत जरूरी है ।

श्री बजराज सिंह : उपाध्यक्ष महोदय, सड़क और रेल की प्रतिस्पर्धा के सम्बन्ध में कल से जबसे इस मंत्रालय के खर्च की मांगों पर बहस चल रही है, काफी चर्चा हुई है । मैं प्रारम्भ में ही निवेदन कर देना चाहता हूं कि मैं जो कुछ कहने जा रहा हूं उसका अर्थ यह नहीं है कि मैं नहीं चाहता हूं कि देश में रेल का विकास न हो या रेलवे से मेरा कोई वैमनस्य है । लेकिन मैं ऐसा सोचता हूं कि हिन्दुस्तान की आज की पृष्ठभूमि में यदि हमें देश का विकास करना है और पंचवर्षीय योजना के जो फल निकल रहे हैं, उत्पादन बढ़ने के साथ-साथ, उनका अच्छी तरह से लाभ उठाना है तो रेलवे का विकास जिस तरीके से हो रहा है उससे हमें वह फल नहीं मिल सकेगा । इसलिए हमें आज की पृष्ठभूमि में सोचना होगा कि जो उत्पादन बढ़ रहा है मुल्क में कच्चे माल का और तैयार माल का, उसको एक जगह से दूसरी जगह ले जाने के लिए, उसे उपभोक्ता तक पहुंचाने के लिए या उत्पादित माल को इधर से उधर और उधर से इधर पहुंचाने के लिए हमें कौन से ऐसे तरीके अपनाने चाहियें जिन से रेलवे के साथ-साथ और दूसरे साधनों से हम माल को एक जगह से दूसरी जगह ले जा सकें ।

उपाध्यक्ष महोदय, इस सदन में पिछले कई महीने से कोयले के यातायात के सम्बन्ध में बड़ी गर्मागर्म चर्चा हुई है और जब भी इस तरह की चर्चा हुई तो हमें लगा है कि ईंधन और खान मंत्री और रेल मंत्री कहीं न कहीं नीति के सम्बन्ध में आपस में सम्भवतः मतभेद रखते हैं । जब इसी सदन में इस प्रश्न को उठाया गया तो यद्यपि यह कह दिया गया ईंधन और खान मंत्री की तरफ से कि दोनों में कोई मतभेद नहीं है और जो वक्तव्य इस सदन में दिया गया है वह समझ बूझ कर दिया गया है, विचार विमर्श करके दिया गया है । लेकिन फिर भी ऐसा लगा कि सम्भवतः दोनों मंत्रालय ऐसा सोचते हैं कि जिम्मेदारी मेरी नहीं, दूसरे मंत्रालय की है । जो भी हो अन्तिम वक्तव्य जो ईंधन और खान मंत्री की तरफ से दिया गया है उसमें उन्होंने यह स्वीकार किया है कि जो कोयले के ढेर कोयले की खानों पर पड़े हुए हैं, उन्हें जो उपभोक्ता केन्द्र हैं उन तक पहुंचाने के लिए हमें रेलवे के साथ-साथ सड़क का भी इस्तेमाल करना पड़ेगा । हमें यह देखना पड़ेगा कि हम किस तरह सड़कों का विकास कर सकते हैं । किस तरह सड़क यातायात का विकास कर सकते हैं जिससे हम कोयला उत्पादकों तक पहुंचा सकें । जब सरकार भी इस नतीजे पर पहुंच चुकी है कि बिना सड़क यातायात की तरक्की किए हुए वह कोयले को उपभोक्ता केन्द्रों तक नहीं पहुंचा सकती है तब मैं हैरत में आ जाता हूं यह देख कर कि किस तरह सड़कों के लिये जो धन राशि नियत की गई है तृतीय पंचवर्षीय योजना में वह पर्याप्त होगी । पहली पंचवर्षीय योजना में जितना धन सड़कों के लिये दिया गया था अगर उसे आनुपातिक दृष्टि से देखें तो प्रथम पंचवर्षीय योजना में ४.६ फी सदी धन दिया गया था सड़कों के लिये और इस योजना में २.५ परसेन्ट दिया गया है । आखिर क्या कारण है इस चीज का । एक तरफ सरकार इस निश्चय पर पहुंचती है कि सिर्फ रेलवे द्वारा कोयला नहीं ढोया जा सकता । अब चर्चा चल रही है कि हम ५ या ६ लाख टन चीनी देश से विदेशों को भेजेंगे । यदि हम इसे भी अपने ध्यान में ले लें तो किस तरह हम इस चीनी को बन्दरगाह तक पहुंचा सकेंगे ? मुझे नहीं मालूम कि सरकार ने इस पर विचार किया है या नहीं । चीनी को पहुंचाने के लिये हमें रोज २०० वैगन चाहियें जो कि चलते रहने चाहियें चीनी को बन्दर गह

तक ढोने के लिये। इन वैगनों की कोई व्यवस्था नहीं है। मैं इस चर्चा में ज्यादा नहीं जाऊंगा, मैं तो यह निवेदन कर रहा था कि जब सरकार इस निश्चय पर पहुंच चुकी है कि सड़कों के विकास के बिना हम देश का जो उत्पादन है उसको उपभोक्ता सेन्टर तक नहीं पहुंचा सकते हैं, तो क्या कोशिश इस बात के लिये की जा रही है कि सड़क यातायात का विकास हो? इस संदर्भ में जब मैं देखता हूं कि इतनी कम धनराशि इस काम के लिये दी गई है तो मुझे आश्चर्य होता है। या तो मंत्रालय कुछ इस प्रकार से कमजोर है कि वह प्लैनिंग कमिशन से अपनी बात मनवा नहीं सकता या कोई और बात है। प्लैनिंग कमिशन तो सरकार का एक डिपार्टमेंट मात्र है, उसका कोई स्टैटुरी रिकग्निशन नहीं है, वह सिर्फ गवर्नमेंट आर्डर से नियुक्त हुआ है, लेकिन जब हम सदन में कोई चर्चा करते हैं तो एक मंत्री कहते हैं, फिर दूसरे मंत्री कहते हैं कि प्लैनिंग कमिशन हमारी परवाह नहीं करता। मैं तो कहूंगा कि सरकारी पक्ष इसके लिये जिम्मेदार है। सरकार को इस बात को तय करना चाहिये कि क्या अब वह समय नहीं आ गया है जब सड़क यातायात के लिये ज्यादा रुपया दिया जाये। जब हम इस तरह से कहते हैं तो सम्भवतः कहा जायेगा कि रेलों के लिये जो धन है उसमें से कैसे हम काट सकते हैं, और बिना काटे हुए इस बारे में क्या हो सकता है। मेरे पास इतना समय नहीं है कि तफसील में इस की चर्चा करूं, लेकिन इतना ही कहूंगा कि कोई भी तरीका इस्तेमाल किया जाये, हमें यह निश्चय करना पड़ेगा कि देश की अर्थ व्यवस्था को सुदृढ़ बनाने के लिये, जो माल पैदा हो रहा है उसे एक जगह से दूसरी जगह ले जाने के लिये हमें सड़क यातायात का विकास करना होगा। इस संदर्भ में जब हम रेल मंत्री से कहते हैं तो वे कहते हैं कि रेल से कोयला ढोना पड़ेगा और उस के साथ-साथ कहा जाता है कि सड़क से अगर हम कोयला ढोयेंगे तो ज्यादा खर्च पड़ेगा। जब कोयले को पानी के जहाजों से ढोने का सवाल आता है तो उसके लिये भी कहा जाता है कि बहुत खर्च पड़ेगा। सिर्फ कोयला ही एक चीज नहीं है, अनेक चीजें ढोनी पड़ेंगी। अगर कोयले की बात हम ले लें तो इस वक्त जो ट्रक्स इस्तेमाल में आती हैं तो ५, ६ या ७ टन की होती हैं। उनके बजाय हमें सोचना पड़ेगा कि क्या हम कोई ऐसा तरीका निकाल सकते हैं जिससे भारी ट्रकों का इस्तेमाल हो सके। २१ या २२ टन की ट्रकों का या ट्रेलर ट्रकों का इस्तेमाल हो सके। अगर ऐसा हो सके तो जरूरी होगा कि सड़क और पुल जो हों वे अच्छे हों। आजकल जो पुल बनते हैं उन में से बहुतों पर यह लिखा रहता है कि ५ टन से भारी भारवाहन उस पर नहीं गुजर सकते। यह सारी चीजें हैं जिनको हमें तय करना पड़ेगा। भविष्य के लिये एक योजना बनानी होगी कि आगे जो जमाना आ रहा है उसमें हमें किस तरह से चलना है और उसके लिये हम अभी से कार्रवाई शुरू करें।

एक अन्दाजा लगाया है कि जहां इस योजना के अन्त में कोयले का उत्पादन करीब १० करोड़ टन के होगा वहां आज से बीस साल बाद, सन् १९८० में वह जा कर ४० करोड़ टन हो जायेगा। अभी वह सिर्फ ६ करोड़ टन है जिस ६ करोड़ टन को ढोने में रेलवे असमर्थ है। जब अभी ६ करोड़ टन को ढोने में वह असमर्थ है तो वह किस तरह से ४० करोड़ टन को ढो सकेगी? इसलिये हमें अन्तिम रूप से इस निश्चय पर पहुंचना होगा कि जितने भी साधन हैं, जैसा कि सरदार स्वर्ण सिंह के वक्तव्य से पता चलता है, उसका सड़क यातायात के लिये इस्तेमाल किया जाना चाहिये उसका विकास जरूरी है। जब उसका विकास जरूरी है तो क्या उसका विकास हो सकेगा, इस बात को ध्यान में रखते हुए कि हम तृतीय पंच वर्षीय योजना में सिर्फ ढाई की मदी धन इसके लिये देंगे? अब समय आ गया है जब इस बात पर मंत्रिमंडल विचार करे और निश्चय करे कि कुछ भी हो हमें सड़क यातायात के लिये अधिक धन देना पड़ेगा।

[श्री ब्रजराज सिंह]

मैं चाहूंगा कि यदि किसी तरह से भी जो हमारे वर्तमान साधन हैं उनसे धन नहीं मिल सकता तो हमको और भी साधन निकालने पड़ेंगे। यहां पर हर आये दिन चर्चा चलती रहती है कि अब अमरीका से हर बात के लिये कर्ज मिलता है तो क्यों नहीं सड़क यातायात के लिये मिल सकता है। एक दूसरा साधन और भी है वह क्यों इस्तमाल नहीं हो सकता है। हम आज, कल कोयला रेल के खर्च से कम किराये पर ढोते हैं, तो क्या यह नहीं हो सकता कि उस किराये में थोड़ा सा पैसा बढ़ा कर जो धन आय उसको हम सड़क यातायात के विकास के लिये लगायें। मेरा निवेदन है कि अब यह मंत्रालय गम्भीरता पूर्वक अपने इस विचार को रख दे कि अगर इस मंत्रालय को अपनी जिम्मेदारी अदा करनी है तो उसके लिये सड़कों आदि के लिये अधिक रुपया चाहिये। जब सड़कों के लिय अधिक रुपयों की बात मैं करता हूं तो इस मंत्रालय के जो अधीक्षक हैं उनसे भी यह बात कहना चाहता हूं कि क्या कोई ऐसा तरीका इस्तेमाल नहीं किया जा सकता जिससे कि सड़कों के बनाने पर जितना खर्च होता है उसे किसी प्रकार कम किया जा सके? आज आम तौर से जो अच्छी सड़क बनती है उसके लिये कहा जाता है कि एक मील पर तीन लाख रुपया खर्च होता है। हमें कोशिश करनी चाहिये कि हम ऐसा तरीका इस्तेमाल करें जिस से इसे उतार कर हम एक लाख रुपय पर ला सकें? आम तौर से रेट १ लाख रु० होता है, लेकिन काफी चौड़ी स्टैन्डर्ड सड़क हो जाती है वह २ या २॥ लाख रु० तक होती है सरकारी रिपोर्टों के आधार पर। सरकार चाहें तो सड़क ५०,००० रु० में भी बन सकती है। यह तो कोशिश करने की बात है। मेरा निवेदन यह है कि विशेष रूप से इस बात की जांच की जाये कि क्या इस तरह का कोई सामान इस्तेमाल हो सकता है जिससे कम खर्च करके अच्छी सड़क बन जाये।

श्री अ० मु० तारिक (जम्मू तथा काश्मीर): ३ लाख रु० में जो सड़क बनती है वह तो पंद्रह या बीस दिन में खत्म हो जाती है अगर १ लाख रु० में बनेगी तो शायद रात भर में ही खत्म हो जायेगी।

[۳ لاکھ روپئے میں جو سڑک بنتی ہے وہ تو ۱۵ یا ۲۰ دن میں ختم ہو جاتی ہے اگر ۱ لاکھ روپئے میں بنے گی تو شاید رات بھر میں ہی ختم ہو جائیگی۔]

श्री ब्रजराज सिंह: आपके ही मंत्री हैं, आपकी पार्टी है, वे ही सब कुछ कर रहे हैं, यह शिकायत तो आप उनसे कीजिये। मुझ-से आपको शिकायत नहीं होनी चाहिये। मैं तो उन्हीं से कह रहा था। मैं यह कह रहा था कि इस पर विचार होना चाहिये कि जो आज कल खर्च हो रहा है वह बहुत ज्यादा है और मंत्रालय इस पर विचार करे कि क्या सड़क बनाने का खर्च कम हो सकता है।

इसी संदर्भ में एक प्रश्न उठता है कि इन सड़कों से कोयला ढोने के लिये या जो औद्योगिक उत्पादन है उसको एक जगह से दूसरी जगह से जाने के लिये, किन तरीकों का इस्तेमाल होना चाहिये। क्या ट्रकों का चलाना सिर्फ प्राइवेट लोगों के हाथ में रहे उस में कोई विशेष दिलचस्पी मेरी नहीं है कि उन लोगों के हाथ में यह रहे, अगर इसे आगे बढ़ाना है तो सरकार भी इस काम को अपने हाथ में ले सकती है। रेल के जरिये से कोयला जा सकता है तो वह कराया जाय, या फिर अगर हो सके तो हम बड़ी ट्रकें बनायें और उनसे माल ढुवायें या फिर कोई स्कीम बना कर रेलवे द्वारा इस काम को कराया जाना चाहिये।

दूसरी बात मैं विशेषतौर से निवेदन करना चाहता था लेकिन अफसोस है कि जो उपमंत्री विशेष तौर से इसके लिये हैं, श्री मुहीउद्दीन, वे तशरीफ नहीं रखते हैं। बहरहाल मैं चाहता हूं कि जो मंत्री हैं वे ही इस-को नोट कर लें तो अच्छा है। हालांकि यह बात उनसे सम्बन्ध नहीं रखती है। अभी-अभी

२४ मार्च को इस सदन की एस्टिमेट्स कमेटी ने एक रिपोर्ट पेश की। इस वक्त जब हम इस डिमांड पर चर्चा कर रहे हैं तो मुझे आप अनुमति दीजिये यह कहने की कि इस साल एस्टिमेट्स कमेटी ने सारी रिपोर्टें मिनिस्ट्री की डिमान्ड के ऊपर जो बहस हो रही है उस के पहले ही रख कर बड़ा अच्छा काम किया है और सदन की प्रशंसा की वह पात्र है।

CORRECTION OF STATEMENT

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, may I apologise for a slight error that occurred in my statement this morning about the annual report of the Ganga Brahmaputra Board? I said that I sent it to the Secretariat on the 4th of this month. My impression was wrong. I had signed it on the 4th but in fact it came to the Lok Sabha Secretariat on the 5th. Therefore it was not quite correct on my part to say that. I apologise for my mistake. I can asure you that next time we will try to send it in time.

DEMANDS FOR GRANTS—*contd*

MINISTRY OF TRANSPORT AND COMMUNICATIONS—*contd.*

Mr. Deputy-Speaker: Shri Braj Raj Singh may continue his speech.

श्री ब्रजराज सिंह : २४ मार्च को एस्टिमेंट्स कमेटी ने एक रिपोर्ट पेश की: "ट्रेनिंग ऐंड एम्प्लायमेंट आफ सिविल पाइलट्स"। उपाध्यक्ष महोदय आपको याद होगा कि इस सदन में एक प्रश्न पूछा गया था तारांकित प्रश्न संख्या सं० ३०२ पिछले साल २३ फरवरी, १९६० को। वह सवाल सिविल पाइलट्स के बारे में था। उस सवाल का मंत्री जी संतोषजनक उत्तर न दे सके तो अध्यक्ष महोदय ने उस प्रश्न को एस्टीमेट्स कमेटी के सुपुर्द किया और एस्टीमेट्स कमेटी ने इस पर पूरी छानबीन करके अपनी रिपोर्ट पेश की। मैं चाहूंगा कि मंत्री महोदय इसे जरा गम्भीरतापूर्वक पढ़ें और उसे पढ़ने के बाद यह सोचने की कोशिश करें कि उसके बाद सदन में जो जवाब उन्होंने दिए हैं वे कहां तक सही हैं। बाद में इस साल एक सवाल पूछा गया। इस सवाल के उत्तर में बताया गया कि एक सिविल पाइलट को ट्रेन करने में ४०,००० रुपये खर्च होता है। पहले जो सवाल किया गया था उसमें यह खर्चा ५२ हजार बताया गया। लेकिन अगर सही तरीके से हिसाब लगाकर देखा जाए तो एक पाइलट को ट्रेन करने में ७१,८१० रुपया खर्च बैठता है। लेकिन ५२ हजार तो इन्होंने स्वयं माना है। जब यह प्रश्न किया जाता है कि कितने पाइलट बेकार हैं तो कह देते हैं कि ४० बेकार हैं। लेकिन कमेटी की रिपोर्ट से पता चलता है कि ११८ पाइलट्स को शिक्षण दिया गया, इनमें से २६ को नौकरी मिली, और आपके ही हिसाब के अनुसार ९२ पाइलट बेकार हैं। मेरे पास समय नहीं है इसलिए मैं इनकी तफसील में नहीं जाऊंगा। कमेटी की रिपोर्ट सदन के सामने रखदी गयी है। मुझे आशा है कि सरकार इस पर विचार करेगी और किसी निश्चय पर पहुंचेगी।

14 hrs.

मैं कहना चाहता हूं कि इस कमेटी ने जो एवीडेंस ली उससे साफ जाहिर होता है कि सरकारी विभागों ने पाइलटों की आवश्यकता का अपना अन्दाजा गलत लगाया और इसी गलत अन्दाजे की वजह से इन पाइलट्स को नौकरी नहीं मिल रही है। मंत्रालय से कहा जाता है तो वह कहते हैं कि हमारी जिम्मेदारी ट्रेन करने की थी वह हमने पूरी करदी, नौकरी देने की हमारी कोई जिम्मेदारी नहीं है। आप इस गरीब मुल्क का ५२००० रुपया एक पाइलाट को ट्रेन करने पर खर्च करते हैं और फिर कहते हैं कि उसको नौकरी देने की हमारी कोई जिम्मेदारी नहीं है। मेरे विचार में यह बहुत गैर-जिम्मेदारी की बात है और इसको बरदाश्त नहीं किया जा सकता। एस्टीमेट्स कमेटी कहती है कि ५२ हजार रुपया

[श्री अजराज सिंह]

खर्च करके ट्रेनिंग दें और आज यह कहें कि नौकरी देने की जिम्मेदारी हमारी नहीं है यह उचित नहीं है। आई० ए० सी० और डाइरेक्टर जनरल के बीच पत्र व्यवहार हुआ और फिर यह अन्दाजा लगाया गया, फिर भी यह गलत क्यों हुआ। आपने पहले अन्दाजा लगाया कि ३०–३५ प्रति क्वार्टर लिए जायेंगे लेकिन फिर १० की भर्ती होती है और आप कह देते हैं कि हमने जो पहले अन्दाजा लगाया था वह गलत था। आप एक पाइलट को ट्रेन करने पर इस गरीब देश का ५२ हजार रुपया खर्च करते हैं और फिर वह बेकार रहता है, लेकिन जिन लोगों ने गलत अन्दाजा लगाया उनके खिलाफ क्या कार्रवाई होती है इसका पता नहीं लगता। मैं चाहूंगा कि सरकार इस जिम्मेवारी को निश्चित करे कि किसकी गलती से देश का इतना रुपया व्यर्थ व्यय हुआ और इन नौजवानों को बेकारी का सामना करना पड़ रहा है। मैं आशा करूंगा कि अब मंत्री महोदय ज्यादा गम्भीरता से निर्णय करेंगे और यह नहीं कहेंगे कि हमारी कोई जिम्मेदारी नहीं है। एस्टीमेट्स कमेटी की रिपोर्ट से साफ जाहिर है कि आपकी जिम्मेदारी थी और यह कहना कि उन्होंने लाइसेन्स नहीं लिए इसलिए ये बेकार हैं यह उचित नहीं है। यह कहना सही नहीं है कि ४०, ५० या ६० को नौकरी मिल गयी है। आपको बताना होगा कि ११८ में से केवल २६ को नौकरी मिली है और ९२ को क्यों नहीं मिली। इनको काम देने की व्यवस्था होनी चाहिए।

इसी सवाल में कहा गया है, मंत्री महोदय ने बताया है कि हम डिफेंस मंत्रालय के इल्म में यह बात ले आए हैं। पता नहीं कि कोई दो सरकारें हैं, जैसे कि एक अय्यूब खां की सरकार हो और एक यह सरकार हो। डिफेंस मंत्रालय के इल्म में इस बात को लाए एक साल हो गया लेकिन इस बात का पता नहीं कि डिफेंस मंत्रालय की इस बारे में क्या प्रतिक्रिया हुई। मैं कहना चाहता हूं कि काम करने का यह बिल्कुल गलत तरीका है। एक मंत्रालय दूसरे मंत्रालय से कहता है कि इस प्रकार ये लोग बेकार पड़े हुए हैं इनके बारे में आपकी क्या राय है और वहां से साल भर तक कोई जवाब नहीं मिलता। मैं चाहता हूं कि इस प्रश्न पर मंत्रिमंडल स्तर पर विचार किया जाए कि एक साल पहले जो सिविल एविएशन विभाग ने रक्षा मंत्रालय से कहा था कि इतने सिविल पाइलट बेकार पड़े हैं, उनके बारे में उस मंत्रालय का क्या निश्चय हुआ। उनको यह निश्चय करना चाहिए कि जिन लोगों को हमने ५२०० हजार रुपया प्रति व्यक्ति के हिसाब से खर्च करके ट्रेन किया है क्या उनको इंडियन एअरफोर्स में लिया जा सकता है या नहीं।

मैंने टेलीफोन्स के बारे में चर्चा सुनी। दिल्ली में तो फिर भी हालत इतनी खराब नहीं है। दूसरे स्थानों को देखते हुए यहां की हालत अच्छी है और दूसरे स्थानों की अपेक्षा यहां शिकायत कम है। लेकिन जहां पर आटोमैटिक सिस्टम नहीं वहां पर बड़ी शिकायत है। आप टेलीफोन उठाए बैठे हैं लेकिन पांच-पांच मिनट तक कोई बोलता ही नहीं। पांच मिनट बाद जब कोई बोलता है और उससे देर का कारण पूछते हैं तो कहा जाता है कि स्टाफ की कमी है, बार-बार लिखा जाता है लेकिन इस बारे में कुछ नहीं किया जाता। तो इस ओर आपको विशेष तौर से ध्यान देना चाहिए।

श्री अन्सारी हरचानी : बजाए नम्बर देने के इस जवाब में ज्यादा वक्त लग जाता है।

श्री अजराज सिंह : मुझे मालूम नहीं कि सचाई क्या है। मेरा तो यही कहना है कि इस बारे में जांच पड़ताल की जाए और अगर स्टाफ कम है तो बढ़ाया जाना चाहिए लेकिन अगर स्टाफ की कमी नहीं है तो इस शिथिलता को दूर करने का प्रयत्न किया जाना चाहिए।

पोस्ट आफिसों के बारे में रिपोर्ट से पता चलता है कि सरकार लगातार गांवों में पोस्ट आफिस खोलने की कोशिश कर रही है लेकिन आज भी ऐसे गांव हैं जहां सात दिन में एक बार डाक पहुंचती है । इस सिलसिले में मैं एक उदाहरण आपके सामने देना चाहता हूं । मेरे अपने क्षेत्र में एक पोस्ट आफिस है । उसका आगरे से कनेक्शन होना चाहिए लेकिन इटावे से उसका कनेक्शन है । इस सम्बन्ध में मैंने एक पत्र लिखा था । इसका यह जवाब तो मिल गया कि आपका पत्र मिल गया और उचित कार्यवाही की जाएगी लेकिन साल भर हो गया अभी तक उस पोस्ट आफिस का इटावे से ही सम्बन्ध है और इस दिशा में कोई कार्यवाई नहीं हुई है । इसका इटावे से सम्बन्ध होने का पहले कारण यह था कि वहां से आगरे के लिए बस आदि की कोई व्यवस्था ठीक नहीं थी । यह जैतपुर का पोस्ट आफिस है । लेकिन अब वहां से दिन में कई बसें आगरे आती हैं लेकिन अब भी उसका सम्बन्ध इटावे से जुड़ा हुआ है और साल भर से विचार हो रहा है, पर यह काम नहीं हो पाया । मैं कहना चाहता हूं कि जहां तक गांवों का सम्बन्ध है गवर्नमेंट आफ इंडिया को बहुत काम करना है । एस्टीमेट कमेटी ने कहा है कि डाकिया पैदल चल कर गांवों में डाक ले जाता है । इसके लिए एक साइकिल की व्यवस्था की जाए तो यह काम जल्दी हो सकता है । इसमें खर्चा भी ज्यादा नहीं पड़ता और अब देश में साइकिलों का उत्पादन भी बहुत होने लगा है । तो इस तरफ ध्यान दिया जाना चाहिए । मुझे यह देखकर ताज्जुब होता है कि एक तरफ तो तेज से तेज चलने वाले हवाई जहाज मंगाए जाते है और दूसरी तरफ डाकिया पैदल चल कर डाक ले जाता है । यह ऐसी चीज है जिसकी तरफ ध्यान दिया देना चाहिए । डाकिए को साइकिल देने से गांव वालों को भी डाक जल्दी मिल सकेगी और डाकिये को भी थोड़ा आराम मिल जाएगा । इसके अतिरिक्त उसका भत्ता भी कुछ और ज्यादा करना चाहिए । इसको बहुत कम तनख्वाह मिलती है, आप बड़े-बड़े अफसरों को भत्ते दे रहे हैं । अगर इसको आप थोड़ा सा भत्ता दे देंगे तो यह भूखों नहीं मरेगा ।

पानी के जहाजों के सम्बन्ध में मैं समझता हूं कि इस काम को सदन ने श्री रघुनाथ सिंह जी पर छोड़ा हुआ है । वह इस काम को चला रहे हैं और मंत्री जी भी उनकी बात को समझते हैं । मैं कोयला ढोने के सवाल पर कुछ कहना चाहता हूं । हमें सोचना चाहिए कि हमें इस काम के लिए पानी के जहाजों का उपयोग करना चाहिए । लेकिन पानी के जहाजों का यह हाल है कि देश के अन्दर एक बन्दरगाह से दूसरे बन्दरगाह तक माल ले जाने के लिए भी हमारे पास काफी क्षमता नहीं है । इसके लिए सरकार को पानी के जहाजों की विकास की ओर ध्यान देना चाहिए और उसके लिए ज्यादा पैसा रखा जाना चाहिए ताकि इनका विकास किया जा सके ।

अन्त में मैं एक बात की तरफ माननीय मंत्री जी का ध्यान दिलाना चाहता हूं । पिछली हड़ताल जो हुई, उसके बारे में चर्चा करने का यह समय नहीं है । उसकी जो पृष्ठ भूमि रही हो, लेकिन अब सरकार ने एक नीति बनाली कि जो लोग हड़ताल पर गये थे, उनके खिलाफ बदले की कार्यवाही नहीं की जायेगी, तो आज इस बात की आवश्यकता है कि वातावरण को अच्छा बनाने के लिए, जो इस तरह के कर्मचारी हैं, जो डिसमिस हो गये हैं, जिनके खिलाफ कार्यवाही हुई है, उनकी मांगों पर पुनर्विचार किया जाये और उनको फिर से नौकरी दी जाये ।

मैं फिर इस बात पर जोर देता हूं कि यदि योजनाओं को सफल बनाना है, देश में जो माल का उत्पादन होगा, उसको एक जगह से दूसरी जगह ले जाना है, तो सड़कों

[श्री ब्रजराज सिंह]

के विकास पर अधिक जोर देना पड़ेगा । मैं चाहूंगा कि मंत्रिमंडल इस पर पुनर्विचार करे । तृतीय पंचवर्षीय योजना का अन्तिम मसौदा अभी हमारे सामने नहीं आया है । अभी समय है कि हम इस पर विचार कर लें कि क्या सड़कों के लिये अधिक रुपया नहीं दिया जा सकता है अगर उनकी तरफ अधिक ध्यान नहीं दिया गया, तो योजनाओं के फलों को देश के नागरिक अच्छी तरह नहीं भोग सकेंगे ।

Shri S. C. Samanta (Tamluk): My hon. friend Shri Goray was comparing Calcutta port and Bombay port and was telling us that the expenditure is greater in Calcutta port than that in Bombay port, but that the cargo handled in Bombay port is greater than that handled in Calcutta port. It is true and I would request him to look some years behind, say 1945 when Calcutta was handling more cargo than Bombay and the cargo handled at Calcutta was more than fifty per cent. of the whole cargo handled throughtout India. I would only request him to look into the report that has been furnished to us this year where the difficulties in connection with the Calcutta port, which is more than 150 miles way from the sea, are mentioned.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): 126 miles.

Shri S. C. Samanta: I stand corrected, 126 miles. There are difficulties. But in spite of those difficulties Calcutta port was running on. Before 1945, the depth of water that was available at the Balari Bar which enables ships to come to Calcutta port was 15 feet 2 inches to 17 feet 6 inches. It deteriorated gradually. In 1945 it came down to 13 feet, in 1952 it came down to 12 feet, in 1955 it came down to 10 feet 9 inches, in 1957 it was 8 feet and in December 1958 it came down to 7 feet 3 inches.

We were not silent about this. The whole House and the Ministry knows that since 1952 we were crying hoarse in this House about this deterioration of the navigability of the river Hoogly. We are glad now that the attention of the Government has been drawn to it. But I cannot but refer to one thing here. The mater came up for attention of Government not as a result of our loud cries but as result of the World Bank Mission which came in October 1957 to Calcutta and which told the Government that the Calcutta port is unable to handle the cargo, the industrial cargo created by the industrialisation of the Five Year Plan, and that it should be looked into, and that a subsidiary port somewhere downwards should be established. However that may be, I am thankful to Government, especially to the hon. Minister of State because he has taken great interest in this and is doing the best he can.

Over and above this, we have to consider that Calcutta port is a place whose hinterland is Orissa. My hon friend was saying that there is no port in Orissa also. When the country is independent, why has no attempt been made to set up a port immediately in Orissa State? Before Independence, in additional to Calcutta port there was the Chittagong port on the eastern side. But after Independence no port has been establishd so far as the eastern hinterland is concerned. So there is necessity for spending a large amount for this area which will be for the upliftment of the whole country. If Calcutta port dies, then the eastern part, a limb of the whole of India dies. So there is necessity for spending a large amount of money on the port of Calcutta.

I have referred to Balari Bar. Government has taken a decision to establish an auxiliary port at Haldia But there is difficulty there also. The Beaumont's Ghat in the estuary also sometimes deteriorates. Government is trying to dredge these bars. It is all right. But I would request the hon. Minister to ponder over a sug-

gestion which I specifically put before him. In Bombay there was silting and a decision has been taken that the silt should be cleared by a dredger and the dredged soil should be dumped somewhere else. Calcutta has been having dredging for years. The Calcutta port had been using, so far as I remember, more than six dredgers. Now the number may be more. If the dredged soil can be dumped somewhere else, then I think this repeated fear of silting may be removed. So a dumping ground for this dredged soil should be found and action taken in this respect.

We are thankful that the Haldia port is going to come into shape. Now anchorage is going on. I would request the hon. Minister to forethink about what should be done, because some people will be displaced, so many acres of land will be acquired. Now Government should think as to how they will be rehabilitated and how the children of those persons who will be displaced can be given some sort of training, so that when the work begins those unfortunate people who are displaced can be given some work.

Now, let me come to my pet subject which I brought to the notice of the House in 1952 and 1953, that is, the separation of postal finances from general finance; that is, the establishment of a P & T Board just like the Railway Board. My demand was that if there could be a Railway Board, a P & T Board also should be established, and that if a P & T Board could not be established, then the Railway Board should be abolished. I brought forward a resolution in this connection, and the hon. Minister who is sitting here said in his reply, and several of my hon. friends in the House also, excepting one, said, that the time was not opportune. So, I withdrew the resolution, saying that I had hope and I had belief. Shri Jagjivan Ram was then the Minister in charge of Communications, and he said that the Ministers had taken the responsibility on their shoulders, and that in the near future they would see that things would be done.

Now, we are proud that the P & T Board has been formed. We are very glad that it is working just on the lines on which the Railway Board is functioning; especially in financial matters, they have come in line with the Railway Board. If it has been settled that they will work on the lines on which the Railway Board is working, then where is the question of any hide-and-seek? Let us formally make it independent just like the Railway Board. I am making this demand because so many difficulties are being faced by the P & T Board now, in spite of their earnest desire to go ahead.

We have been pressing hard for the workers of the P. & T Department, especially in regard to their buildings. While forming the P & T Board, the hon. Minister said that he would make some arrangement with the CPWD so that the building construction programme would not be hampered but it would go on speedily. But that is not being done in the way in which it was expected to be done. There is one additional chief engineer of the CPWD assisted by only four engineers, and they have been placed under the P & T Board from the CPWD. As you know, Sir, postal buildings are to be constructed not just at one place only, but they are to be constructed all over the country. There might be some difficulty in this regard with the present arrangement of one additional chief engineer and four engineers to carry out all the things. So, more powers should be sanctioned to the P & T Department, at least up to Rs. 50,000. The engineer should be given powers up to Rs. 50,000, so that in different places, buildings may be easily constructed without any hampering of work from the CPWD. My suggestion is that powers should be given up to Rs. 50000, and I believe that within this amount, buildings for sub-offices could be constructed.

[Shri S. C. Samanta]

Now that the P & T Board is functioning, I would request the hon. Minister to look to the points that have been referred to by the hon. Members when we made a demand for the separation of postal finance from general finance.

As regards mechanisation in the P & T Department, some years back, the services of a British expert were lent under the Colombo Plan, and after that, a departmental committee was established for studying the problem, and that committee made some recommendations. I would like to know what steps have been taken in this regard. I would request the hon. Minister to see that the following suggestions also may be taken into consideration after going through those recommendations. Firstly, there should be a mechanised telegraph delivery service. Secondly, the beats of the peons should be made as far as possible by cycles wherever there is proper road.

An Hon. Member: Secooters.

Shri S. C. Samanta: At least cycles should be given to them. Then, there should be more stamp-cancelling machines. There should also be more mail motor routes. There should be at least one bag-cleaning plant in each Circle. Then, the Department should have its own printing press, because there is shortage of forms and other things. At present, these forms have to come from the Ministry of Works, Housing and Supply. If the P & T Department can have their own printing press, then they could have these forms etc. quickly. There should also be a cell in each branch for proper cost accounting and codification of detailed statistics.

The P & T Department are working as agents for national savings certificates, plan certificates, prize bonds, savings bank, cutoms collection, broadcast receiver licence fees and payment of military pensions etc. But I think the rates of commission received by the Department are very small. So, I would suggest that a revision of the rates should be made at least once or twice a year.

Lastly I would request the hon. Minister to have a Convention Committee just as in the case of the railways. Since the P & T Department is now running on the same lines as the Railway Board, in order to ascertain the percentage of interest that should be paid on the capital-at-charge, a Convention Committee should be set up, and the percentage should be determined by that Committee.

With this request, I congratulate the hon. Ministers and the Department for the good work that they have done.

Shri Mulchand Dube (Farrukhabad): It is a matter of great satisfaction that the targets fixed by the Nagpur Plan for the construction of roads has been achieved by and large. I am of the opinion that for internal transport, roads are the most important means of transport. I am, however not quite satisfied with the way things have been done.

During the Second Five Year Plan, it was said that the missing bridges over the roads would receive the highest priority. But it so happens that that priority has not been given. I am referring particularly to the road connecting Shajahanpur and Farrukhabad. That needs two major bridges, one on the Ganga and the other on the Ramganga. The road connecting these two cities, namely Shahjahanpur and Farrukhabad is almost useless for traffic for about months every year, from 15th June to 15th November, and because of the two cantonments also, it has assumed greater importance during the last few years. But, somehow or the other, the hon. Minister has not found time or has not been able to find the money for the construction of these two bridges. I want to bring to the notice of the hon. Minister the importance of these two bridges.

I want a bridge over the Ganga at Farrukhabad and over the Ramganga at Shahjahanpur, to cover the area betwen these two rivers, which is a particularly large one and suffers annually from floods. There is a loss of crores of rupees—or hundreds of crores of rupees—every year due to loss of foodgrains. While we are spending hundreds of crores of rupees in importing foodgrains from outside, we are allowing all these foodgrains to go waste. There are flood control boards both in the States and at the Centre which have been functioning for the last 10 or 15 years, but nothing seems to have been done to control flods. I do not think the Flood Control Board will ever be able to control the floods in this area between the Ganga and the Ramganga.

Dr. M. S. Aney (Nagpur): Somebody must control the Board.

Shri Mulchand Dube: My hon. friend says that we might control the Board. But the Board has a tendency of becoming uncontrollable. For that reason, no attempt need be made in that direction.

The second point is that at Farrukhabad lands have been acquired for the construction of a telephone exchange. But they have been lying unused for many years. I do hope the hon. Minister will give his attention to this and see that the telephone exchange is constructed at Farrukahabad. At the present moment, whenever one wants to get a telephone connection to Farrukhabad, one has to wait for hours and hours either because of the apathy of the operators or due to the heavy load of traffic on the exchange.

These are the things which I wanted to bring to the notice of the hon. Minister, and I hope he will do the needful.

श्री आत्तर : उपाध्यक्ष महोदय, जुलाई महीने में जो स्ट्राइक हुआ था उस समय एम्प्लायीज नेशनल फेडेरेशन आफ पी० ऐंड टी० की मान्यता छीन ली गई थी । परिणाम यह हुआ कि कर्मचारियों का प्रश्न जो तेजी से हल किया जाना चाहिये था वह स्टैंड स्टिल है और उन लोगों की हालत यह है कि उनके प्रश्नों पर कोई विचार नहीं करता है, जिसके कारण पोस्ट ऐंड टेलीग्राफ के कर्मचारियों में एक फ्रस्ट्रेशन या निराशा सी छा गई है । सरकार व्हिटले कौंसिल के बारे में आज तक निर्णय नहीं ले सकी । अब सुन रहे हैं कि उसका कोई पता नहीं है । इसके बारे में सरकार ने ऐसी कुछ पोजीशन ली है कि जब तक व्हिटले कौंसिल नहीं बन जाती है तब तक वह उस पर कोई विचार नहीं करना चाहती । मेरी मंत्री महोदय से प्रार्थना है कि व्हिटले कौंसिल के बारे में जल्दी निर्णय लिया जाय और जो नया बिल आने वाला है उसे जल्दी से जल्दी इसी सेशन में रखने का प्रयत्न किया जाये । इसके साथ ही भारत सरकार को चाहिये कि जब यह बिल आये तो उस समय यूनियन के सदस्यों से या यूनियन के प्रमुख से बुला कर चर्चा करके कोई निर्णय ले । पी० ऐंड टी० स्ट्राइक के समय के जो ७० केसेज पेंडिंग हैं, उनके बारे में कोई पता नहीं है कि उनको क्यों पेंडिंग रखा गया है । उनके बारे में जल्दी ही कोई निर्णय लेना जरूरी है । हमने एक बार निर्णय कर लिया है कि उन लोगों के बारे में हम बहुत अच्छी तरह विचार करेंगे । जो ७० केसेज पेंडिंग हैं उनमें रेलवे या वायोलेन्स के लोग नहीं हैं । क्या कारण है कि अब तक उन पर निर्णय नहीं लिया गया । मेरी प्रार्थना है कि उन लोगों को फिर पुरानी स्थिति में लिया जाये ।

पोस्ट ऐंड टेलीग्राफ के बारे में एक बात बतलानी बहुत आवश्यक है कि उसकी काफी तरक्की हुई है और विशेषकर देहातों में पोस्ट आफिस खोले गये हैं और फोर्थ प्लैन के पीरियड में उनके ऊपर काफी ध्यान दिया गया है ।

[श्री आसर]

14.35 hrs.

[SHRI MULCHAND DUBE *in the Chair*]

थर्ड प्लैन में हम केवल १७००० पोस्ट आफिस खोल रहे हैं। सैकेन्ड प्लैन में हमने २०,००० पोस्ट आफिस खोलने का निर्णय लिया था। मुझे पता नहीं है कि थर्ड प्लैन के लिये इतना कम टार्गेट क्यों रखा गया है। भले ही टार्गेट कम रक्खा गया हो, लेकिन इस सम्बन्ध में एक बात बताना बहुत आवश्यक है, जैसे कि हमारे बहुत भाइयों ने कहा कि डिपार्टमेंट में जो एफिशिएन्सी थी वह अब कम हो रही है। इस एफिशिएन्सी को बढ़ाना आवश्यक है। जब तक हम उनकी एफिशिएन्सी को बढ़ाने के बारे में विचार नहीं करते हैं तब तक हम कोई भी काम बढ़ायें, उसका परिणाम मेरी दृष्टि से कोई अच्छा नहीं रहेगा। इसलिये इस पर ध्यान देना आवश्यक है।

एक बात विशेष रूप से बतलानी आवश्यक है कि मैं जहां से आता हूं, रत्नागिरि डिस्ट्रिक्ट, वह इनऐक्सेसिबल एरिया मानी जाती है। वहां पर डाक के आने के बारे में कोई विशेष सुविधा नहीं है। इसलिये जब हम नये पोस्ट आफिस खोलने का विचार करें तो इस जगह के ऊपर अवश्य ध्यान दिया जाये और जिस प्रदेश को दुर्गम प्रदेश माना जाता है उसको प्रधानता दी जाये। वहां पर ज्यादा से ज्यादा पोस्ट आफिस खोलने का निर्णय किया जाये। हमारी स्थिति यह है कि हमारे यहां करीब-करीब हर महीने २५ लाख रु० के मनीआर्डर आते हैं और सब लोगों का जीवन उन्हीं मनीआर्डरों पर आश्रित रहता है। वहां यह होता है कि २०, २५ रु० से ज्यादा का मनीआर्डर लेकर पोस्टमैन नहीं जाता है। वहां पर पेन्शनर्स में बहुत ज्यादा संख्या महिलाओं की है। अब अगर लोगों को २५ या ३० रु० का मनीआर्डर लेना हो तो पांच या छः मील दूर आकर लेना पड़ता है। अकेले महिलाओं को उसे लेने में बड़ी दिक्कत आती है क्योंकि उनके साथ एक विटनेस चाहिये। उस विटनेस को ले जाने के लिये भी महिला को रुपया, दो रुपया खर्च करना होता है। परिणाम यह होता है कि एक मनीआर्डर लेने में एक दिन या उससे ज्यादा का समय लग जाता है। कभी-कभी मनीआर्डर का पैसा समय से नहीं मिलता है। जब इस तरह की स्थिति है तो इस पर विचार करके जो हिल एरियाज हैं उनके बारे में कोई विशेष व्यवस्था होनी चाहिये और मनीआर्डर वगैरह के सम्बन्ध में उनको पूरी सुविधा क्यों न मिले, इस पर विचार होना चाहिये।

अब मैं टेलीग्राफ के बारे में बतलाना चाहता हूं। मैंने दो जगहों के बारे में लिखा था तो मुझे बतलाया गया था कि जहां पर टेलीग्राफ आफिस इकनामिकली नहीं चलता वहां पर कोई टेलीग्राफ आफिस खोलना कठिन है। मेरा विचार है कि साधारण परिस्थिति में यह ठीक हो सकता है, लेकिन जो हिल एरियाज हैं, जहां पर कोई ऐक्सेसिबिलिटी नहीं है, वहां पर मुनाफा लेने का कोई विचार नहीं होना चाहिये। उन लोगों की सुविधा के प्रश्न को देखते हुए, उनकी आवश्यकताओं को देखते हुए ऐसे स्थान पर पोस्ट आफिस खोलने की बहुत ज्यादा जरूरत है। साथ ही वहां पर तार घर खोलने की भी बहुत ज्यादा आवश्यकता है। इस ओर ध्यान दिया जाना चाहिये।

यहां पर रोड डेवलपमेंट के बारे में बहुत बातें कही गईं। उनको मैं दोहराना नहीं चाहता। लेकिन इनऐक्सेसिबल एरियाज कमेटी ने, जिसे सेंट्रल गवर्नमेंट ने वहां की स्थिति के बारे में विचार करने के लिये नियुक्त किया था, अपनी रिपोर्ट थोड़े दिन हुए दी है। मंत्री जी से मेरी प्रार्थना है कि इनऐक्सेसिबल एरिया कमेटी की रिपोर्ट के अनुसार वहां पर रोड डेवलपमेंट के बारे में विचार किया जाये।

हम सेंट्रल रोड फंड से राज्य सरकारों को कुछ कंट्रिब्यूशन देते हैं । इस सम्बन्ध में यह ध्यान रखना आवश्यक है कि सेंट्रल रोड फंड की ओर से जो कंट्रिब्यूशन दिया जाता है, उसका उपयोग केवल इन ऐक्सेसिबल एरियाज में या बैकवर्ड एरियाज में किया जाये । मैं अपनी स्टेट का उदाहरण इस बारे में देना चाहता हूं । सेंट्रल रोड फंड से जो रकम दी गई उसके बारे में जब हमने जिक्र किया तो हमें पता लगा कि वहां के जो मिनिस्टर हैं उन्होंने जो पैसा खर्च किया वह विशेषकर अपनी कांस्टिट्एन्सी में खर्च किया और जो हिल एरियाज या बैकवर्ड एरियाज हैं, उनके ऊपर कोई ध्यान नहीं दिया । इस बारे में मैंने मिनिस्टर साहब से बात की थी । उन्होंने भी वहां जिक्र किया था लेकिन परिणाम जो होना चाहिये था वह नहीं हुआ और वहां मनमाने तौर पर जहां चाहे वहां पैसा खर्च किया जाता है । इस तरह से बैकवर्ड एरियाज का डेवलेपमेंट नहीं होगा ।

Shri Raj Bahadur: Is he referring to the Central Road Fund alocation?

Shri Assar: Yes.

Shri Raj Bahadur: I might remind him that all those proposals were put before the Consultative Committee. The members were invited there. I think the opinion of the Members of this House was taken and that was communicated to the State Governments.

Shri Assar: I am submitting that the amount which was spent by the State Government was not properly spent. It was spent not in backward areas but in the Ministers' constituencies.

Shri Raj Bahadur: I might clarify the position and say that the scheme for distribution of the funds available to a particular State on various projects is sent to us for scrutiny and we scrutinise it and with our approval send it back to the State Governments. The actual expenditure incurred from the funds allotted must have been according to that scheme.

Shri Assar: Therefore, I am suggesting that the amount which we are going to give as contribution from the Central Road Fund may be used in the backward areas or inaccessible areas.

कोंकन कोस्टल शिपिंग एन्क्वायरी कमेटी की रिपोर्ट यहां हाउस के सामने रखी गई है । इस रिपोर्ट से हमें तो बहुत असंतोष है । यह कमेटी विशेष तौर से इसलिये नियुक्त की गई थी कि वह जांच करे कि कोनकन शिपिंग कोस्ट पर चलने वाली लाइन कैसे ठीक प्रकार चले और जो कम्पनी की रेट बढ़ाने की मांग थी उस पर विचार किया जाय । लेकिन पता नहीं कि कैसे कमेटी ने ८ परसेंट रेट बढ़ाने की अनुमती दे दी । कमेटी ने यह माना है कि आज जो कोनकन शिपिंग कम्पनी का फेयर है वह रेलवे से दुगना है और रोड ट्रांसपोर्ट से डेढ़ गुना है । और यह होते हुये भी कमेटी ने सिफारिश की है कि उस का फेयर ८ परसेंट बढ़ाया जाय । कमेटी ने कम्पनी की जो जो बातें बताई गई उन की मान लिया है । न मालूम कमेटी ने इस प्रकार की सिफारिशें कैसे कीं । जनता की ओर से जो रिप्रेजेन्टेशन किया गया था उस पर कुछ ध्यान नहीं दिया गया ।

कमेटी ने कम्पनी को सहायता देने की सिफारिश की है । इस पर विचार किया जाय और जो सहायता उचित हो वह दी जाय । लेकिन कमेटी ने फेयर में ८ पर सेंट वृद्धि करने की सिफारिश की है उस से हमारा विरोध है और उस क्षेत्र में लोगों में इस बारे में असन्तोष है । इस बारे में विचार किया जाय ।

यहां पर कुछ सदस्यों ने माइनर पोर्टस के बारे में जिक्र किया । मैं इस सम्बन्ध में कहना चाहता हूं कि महाराष्ट्र के कोस्ट पर माइनर पोर्टस का गत चार वर्षों में कोई डेवेलपमेंट नहीं हुआ है । हर साल स्टेट गवर्नमेंट इस काम के लिये कुछ पैसा रखती

[श्री आसर]

है लेकिन कभी कंट्रक्टर न मिल सकने के कारण या किसी अन्य असुविधा के कारण वह पैसा खर्च नहीं हो पाता है । पंचवर्षीय योजना में इस के लिये सेंट्रल गवर्नमेंट ७४ लाख रुपया दे रही है और स्टेट गवर्नमेंट ५० लाख रुपया दे रही है लेकिन केवल एलोकेशन से काम नहीं चल सकता । उस रुपये का खर्च होना आवश्यक है । गत वर्ष में महाराष्ट्र स्टेट की ओर से जो एस्टीमेट कमेटी ने रिपोर्ट दी उस में बताया था कि महाराष्ट्र स्टेट गवर्नमेंट ने वहां के माइनर पोर्टस के डेवेलपमेंट के लिये जो धनराशि रखी वह खर्च नहीं हो सकी और इस का कारण यह था कि कंट्रैक्टर नहीं मिला । आज हम इनलैंड वाटर ट्रांस्पोर्ट का विकास करने का प्रयत्न कर रहे हैं लेकिन जब तक कि माइनर पोर्टस का विकास नहीं होता तब तक उस से कोई लाभ नहीं हो सकता । इस पर विचार किया जाय ।

हाल में सरकार ने एक ड्रेजर खरीदा है, एक ड्रेजर हमारे बेगुरला पोर्ट में रखा गया है । लेकिन चार पांच महीने हो गये वह वैसा ही पड़ा है, उस से कोई काम नहीं लिया गया । हम ने पूछा तो बताया गया कि क्रेन ड्राइवर नहीं मिलता । मुझे लगता है कि ड्राइवर का वेतन बहुत कम रखा गया है इसलिये ड्राइवर नहीं मिलता और इसी कारण वह ड्रेजर पड़ा हुआ है जिस पर इतना पैसा खर्च हुआ है । एक महीने के बाद मानसून शुरू हो जायगी और फिर उस का हमारे पोर्ट में उपयोग नहीं किया जा सकेगा । तो इस के बारे में भी ध्यान दिया जाय । इसी ड्रेजर की तरह एक साल हुआ एक और ड्रेजर लाया गया था । वह ६–७ महीने तक रिपेयर न होने की वजह से पड़ा रहा । तो इन बातों की तरफ ध्यान दिया जाय ।

आल वेदर पोर्टस और इंटरमीडिएट पोर्टस के लिये जो नेशनल हारबर बोर्ड की सिफारिशों को मान लिया गया यह ठीक है । मैं चाहता हूं कि इस बारे में जल्द से जल्द काम किया जाय । विशेष तौर से जो राउ कमेटी या कोनकन एन्क्वायरी कमेटी ने सिफारिशें की हैं उन पर जल्द ध्यान दिया जाय । राव कमेटी ने पूर्णगढ़ बन्दर शुरू करने के बारे में जो सिफारिश की है उस पर भी जल्द से जल्द ध्यान दिया जाय ।

एक बात मैं कंट्री क्राफ्टस के बारे में कहना चाहता हूं । हमारे भाई रघुनाथ सिंह जी ने शिपिंग के बारे में जिक्र किया है लेकिन कंट्री क्राफ्टस के बारे में कोई विचार नहीं रखा गया । पारटीशन के पहले हमारे कंट्री क्राफ्ट्स की स्ट्रेंग्थ ४ लाख टन थी लेकिन वह कम होते होते एक लाख टन रह गई । सरकार ने इस को डेवेलप करने की ओर ध्यान नहीं दिया । आज उस की स्ट्रेंग्थ डेढ़ लाख टन है । उन की सुविधाओं की ओर ध्यान नहीं दिया जाता । आज हम इन को डीजलाइजेशन कर रहे हैं लेकिन ऐसा करने से उन का वर्किंग इकानमिक होगा या नहीं इस पर हम ने विचार नहीं किया । अगर आज ये लोग बाजार से दो रुपये ७ नये पैसे गैलन के हिसाब से डीजल लें तो कम्पिटीशन नहीं कर सकते । इसलिये अगर आप इन का डीजलाइजेशन करते हैं तो जिस प्रकार एग्रीकल्चर को आप सस्ते भाव पर जीजल सप्लाई करते हैं उसी तरह इन को भी कीजिये । तभी वह अपना काम जारी रख सकेंगे । हम को इस धंधे को बढ़ाना है । यह हमारा बहुत पुराना धन्धा है । तो इस ओर ध्यान दिया जाय ।

एक बात और कहना चाहता हूं । लंका को हमारे यहां से प्याज और मंगलौर टाइल्स जाती हैं । यह सामान इन कंट्री क्राफ्टस के द्वारा जाता है, लेकिन लौटते समय इन को कोई कारगो नहीं मिलता और खाली आना पड़ता है । वहां से हिन्दुस्तान को कोयरा बहुत आता है । लेकिन वह कारगो इन कंट्री क्राफ्टस को देने पर विचार नहीं किया गया ।

यह कारगो जो हिन्दुस्तान को आता है इसका ३० परसेंट देशी जहाजों में आता है और ७० पर सेंट विदेशी जहाजों में आता है और हमारे यहां के लोग भूखे मरते हैं। इन को लौटते वक्त कारगो नहीं मिलता। ऐसी स्थिति में हम को इस ओर विशेष ध्यान देना चाहिये कि यह ७० परसेंट कारगो कंट्री क्राफ्टस के द्वारा लाया जाय। मैं कहूंगा कि इस के बारे में जल्दी ही कोई व्यवस्था करनी चाहिये जिस से कि इन लोगों को काम मिल सके और यह धन्धा कायम रह सके।

हमारा पी० एण्ड टी० डिपार्टमेंट एक कमरशियल डिपार्टमेंट है। इस डिपार्टमेंट में हिन्दी टेलीप्रिंटर की डिमांड है। गत तीन वर्षों से एक न्यूज एजेंसी बीस सरकिट मांग रही है। इस पर विचार चल रहा है लेकिन अभी तक टेलीप्रिंटर सरकिट नहीं मिल सका। यह कमरशियल डिपार्टमेंट है लेकिन पता नहीं कि आज तीन वर्ष से यह सरकिट की मांग क्यों पूरी नहीं की जा रही है। इस में क्या कठिनाई है पता नहीं। लेकिन चूंकि यह कमरशियल डिपार्टमेंट है इस की मांगों को पूरा करने में इतना विलम्ब नहीं होना चाहिये। मैं इस बारे में मंत्री जी से दरख्वास्त करना चाहता हूं कि वह इस पर विचार करें।

इस विभाग ने काफी तरक्की की है। रोड डेवेलपमेंट में भी काफी प्रगति हुई है। लेकिन मेरी प्रार्थना है कि जो बैकवर्ड और इनएक्सेसिबिल एरिया हैं उन की तरफ विशेष रूप से ध्यान दिया जाय।

श्री मानक भाई अग्रवाल (मन्दसौर) : सभापति जी, मैं सर्व प्रथम आप को धन्यवाद देता हूं कि आप ने मुझे बोलने का अवसर प्रदान किया। साथ ही माननीय मंत्री जी को और उन के विभाग को जो प्रगति पिछले वर्षों में की गई है उस के लिये धन्यवाद देता हूं।

हम ने पिछले वर्षों में काफी मंजिल तय की है। परन्तु इस विभाग को अभी काफी मंजिल तै करनी है क्योंकि बिना संचार व्यवस्था के, विकास के, यह देश बहुत प्रगति नहीं कर सकता। यह स्पष्ट है कि सरकार हर एक गांव में रेलों को नहीं पहुंचा सकती है। देश में साढ़े पांच लाख गांव हैं और उन में रेलों का पहुंचाना मुमकिन नहीं है। गांवों के यातायात की व्यवस्था करने के लिये यदि कोई जरिया है, तो एक ही जरिया है और वह है सड़कें। इस मौके पर मैं यह अर्ज करना चाहता हूं कि हमारे देश के प्रत्येक गांव तक सड़क का बनाना बहुत आवश्यक है।

मंत्रालय के द्वारा जो रिपोर्ट दी गई है, उस में नागपुर योजना का जिक्र किया गया है। वह योजना १९४३ में बनी थी और उस में कुछ लक्ष्य निर्धारित किये गये थे। हमारे मंत्रालय ने यह बताया है कि उन लक्ष्यों से हम कहीं आगे बढ़ गये हैं। मैं मंत्रालय से यह निवेदन करना चाहता हूं कि जिन हालात में, जिन परिस्थितियों में वह योजना बनी थी, उन में अब तक बहुत परिवर्तन हो चुका है। उस वक्त हम गुलाम थे और आजादी के बाद हम ने हर क्षेत्र में, औद्योगिक क्षेत्र में काफी प्रगति की है। इसलिये आवश्यकता इस बात की है कि वर्तमान हालात को देख कर इस योजना पर पुनर्विचार किया जाना चाहिये और उस में नये लक्ष्य निर्धारित किये जाने चाहियें, जिस से देश के साढ़े पांच लाख गांवों में रहने वाले लोगों की जिन्दगी को सुखी बनाने और वहां पर प्रकाश पहुंचाने की व्यवस्था की जा सके। इसको मैं, अगर प्रकाश मान लें, तो अनुपयुक्त नहीं होगा। जो लोग गांवों में रहते हैं जिन्हें सड़कों के देश के अन्य भागों से उन का कोई सम्बन्ध नहीं रह सकता है। अगर रास्ते बन्द हो जायें, जैसा कि बरसात में होता है, तो वहां न डाक्टर पहुंचता है, न दवाई का इन्तजाम

[श्री नानक भाई अग्रवाल]

होता है, वे लोग गांव में जो उत्पादन करते हैं, उस का उचित मूल्य भी उन को नहीं मिल पाता है और साथ ही देश के दूसरे हिस्सों में पैदा किया जाने वाला माल ही उन को उचित मूल्य पर मिल पाता है ।

मेरी समझ में नहीं आता कि सड़क और रेल के बीच में प्रतिस्पर्द्धा कहां है । अगर रेल हाथी है तो सड़क चींटी है । इस विषय में जब मैं हाउस में सुनता हूं, तो मुझे आश्चर्य होता है कि आखिर प्रतिस्पर्द्धा किस दिमाग में और क्यों आई है । एक तरफ़ सरकार की ओर से कहा जाता है कि रेलें हर जगह नहीं पहुंचाई जा सकती हैं और दूसरी तरफ़ यह कहा जाता है कि चूंकि रेलवे को नुकसान होता है, इसलिये प्लानिंग कमीशन सड़कों को रुपया नहीं देना चाहता । यह एक विचित्र बात है कि हम हर एक गांव में रेलें पहुंचाने की व्यवस्था तो कर नहीं सकते और साथ ही सड़कों के मामले में रुकावट डालते हैं । पिछले चौदह पंद्रह वर्षों की अवधि में मोटर, तांगे और गाड़ियों को गांवों तक पहुंचाने के मामले में जितना आवश्यक था सड़कें बनाने की दिशा में कोई विशेष काम भी नहीं हो पाया है । इस के बावजूद प्लानिंग कमीशन इस कारण रुपया नहीं देता है कि यदि ज्यादा रुपया देने से सड़कें अच्छी हो गई, तो रेलों को नुकसान हो जायेगा ।

मैं जहां से आता हूं, वह कांस्टीटयूएन्सी छः सात छोटी छोटी रियासतों से मिल कर बनी है । जो दकियानूसी रवया रियासतों का था, उस की वजह से हमारे क्षेत्र में यह हालत है कि अन्तर्प्रान्तीय सड़कों के छोटे छोटे टुकड़े मिलाये नहीं गये हैं, जिस की वजह से पांच मील का रास्ता पचास मील की दूरी से तय करना पड़ता है । मैं इस विषय में कुछ नाम गिनवाऊंगा ।

जावद से कनेरा : जावद मध्य प्रदेश में है और कनेरा राजस्थान में । अगर यह चार पांच मील की सड़क बना दी जाये, तो लोगों को काफ़ी सुविधा हो सकती है ।

सुवांसड़ा-आगरा रोड़ : सुवांसड़ा और आगरा के बीच में कुछ हिस्सा राजस्थान का आता है और कुछ मध्य प्रदेश का । अगर यह सड़क बन जाये, तो बम्बई-आगरा रोड से उस का कनेक्शन हो सकता है ।

बोलिया-सिलेगढ़ : सिलेगढ़ राजस्थान में है और बोलिया मध्य प्रदेश में । अगर यह दो तीन मील की सड़क बन जाये, तो जयपुर-इंदौर रोड से सीयत जा कर उस का सम्बन्ध हो सकता है ।

सुवांसड़ा से आलोट : अगर यह पंद्रह बीस मील का टुकड़ा बना दिया जाये, तो भोपाल, इन्दौर, उज्जैन और हमारे हिस्से का कनेक्शन हो सकता है ।

भानपुरा-भवानीमंडी : यह पांच छः मील का टुकड़ा बनना है । अब स्थिति यह है कि छः मील को तय करने के लिये चालीस मील दूर से जाना पड़ता है । भवानीमंडी एक व्यापारिक मंडी है और भानपुरा का सारा उस से सम्बन्ध होता है ।

भानपुरा रामगंजमंडी : यह आठ मील का टुकड़ा न बनने की वजह से चालीस पचास मील जाना पड़ता है ।

यही हाल सीतामऊ-चौमहला सड़क का है । इसलिये इस को भी तुरन्त बनाया जाना चाहिये ।

पुराने प्रान्तों की, जिन को बड़े बड़े प्रान्तों में मिला दिया गया है, अपनी योजनायें थीं । स्टेटस रिआर्गनाइजेशन कमीशन ने यह कहा था कि अगर मध्य प्रदेश को बनाना है, तो यह आवश्यक है कि वहां पर रेलों और सड़कों का अधिक से अधिक विस्तार किया जाये [illegible] ह प्रान्त सफल हो सकता है,

लेकिन एक बात तो मान ली गई, अर्थात मध्य प्रदेश तो बना दिया गया, लेकिन दूसरी बात नहीं मानी, जिस का परिणाम यह है कि हम को यत्र तत्र सर्वत्र भागना पड़ता है और परेशानी उठानी पड़ती है। वहां पर दो चार मील के टुकड़े नहीं बनते हैं, जिस से चालीस चालीस मील जाना पड़ता है। मंत्री जी ने काफी विस्तार के काम किये हैं। मैं उन से निवेदन करूंगा कि वह हमारे राज्य को अन्तर्प्रान्तीय सड़कों के लिये और नेशनल हाईवेज के लिये और रुपया दें, जिस से हमारे यहां यातायात की सुविधायें बढ़ सकें और यह प्रान्त आगे बढ़ सके।

इस सम्बन्ध में मैं नेशनल हाईवेज के बारे में कुछ जिक्र करना चाहता हूं। मंत्रालय की रिपोर्ट में बताया गया है कि पहले हमारे यहां १३,६०० मील की नेशनल हाईवेज थीं। इस साल तीन सड़कें और नेशनल हाईवे डिक्लेयर कर दी गईं, जिस से नेशनल हाईवेज की लम्बाई १४,६०० मील हो गई। इस का मतलब यह है कि सारे देश में एक हजार मील की वृद्धि नेशनल हाईवेज में हो गई। लेकिन आप देखिये कि कितने हजार मील की हमारी सीमा है और लाखों मील का हमारा एरिया है और नेशनल हाईवेज की लम्बाई सिर्फ १४,६०० मील है। इस लम्बाई को आप जरा हमारे देश के एरिया से कम्पेयर करें। मैं यह कहना चाहता हूं कि पिछले साल के आंकड़े बता कर लोगों को मोहित करने का प्रयत्न क्यों किया जाता है। मैं इस हाउस का एक जूनियर मेम्बर हूं, लेकिन मैं कहना चाहता हूं कि बार्डर एरिया, जहां का सवाल जिस तरह खड़ा हुआ है, हमारी ओर से सड़कों पर अगर पहले ही उतना ध्यान दिया जाता, जितना कि आज दिया जा रहा है तो पैदा नहीं होता। प्रधान मंत्री के नेतृत्व में एक बोर्ड इस काम के लिये बन गया है--और ये सड़कें दस साल पहले बन गई होतीं, तो लद्दाख का जो हिस्सा चीन ने हड़प लिया है, वह नहीं हड़प सकता था। वहां कोई जा नहीं सकता था, वहां से कोई खबर नहीं आ सकती थी और वहां पर सब कुछ ईश्वर के भरोसे छोड़ दिया गया था। इस का परिणाम यह हुआ कि जो ताकतवर था, उस ने उस हिस्से को दबा लिया। इसलिये मैं सरकार से यह कहना चाहता हूं कि वह सड़कों के मामले में उदार रुख अपनाये, बार्डर रोडज को बनाये और नेशनल हाईवेज को अधिक विस्तृत करे। इस वक्त राज्य सरकारों पर सड़कें बनाने का काफी बोझ है और वे इस काम को दुरुस्त तरीके से नहीं कर सकती हैं। मैं चाहता हूं कि केन्द्र यह काम उन से ले कर स्वयं करे।

नेशनल हाईवेज के बारे में मैं दो तीन सड़कों के सुझाव देना चाहता हूं। आप जानते हैं कि जयपुर से इन्दौर तक काफी हैवी ट्रैफिक रहता है और इस सड़क का सम्बन्ध तमाम बड़े बड़े नगरों, कोटा, झालावाड़, आदि से जुड़ा हुआ है और उस सड़क को नेशनल हाईवे डिक्लेयर किया जाना बहुत जरूरी है। राज्य सरकार ने भी इस सम्बन्ध में मांग की है। मैं ने भी इस सम्बन्ध में कहा है और मैं चाहता हूं कि जयपुर से इन्दौर वाया कोटा झालावाड़ को नेशनल हाईवे डिक्लेयर कर दिया जाये।

वही स्थिति अजमेर-इन्दौर सड़क की है, जोकि चित्तौड़, नीमच और रतलाम से होकर जाती है। चित्तौड़ में एक ऐतिहासिक फोर्ट है और नीमच में कन्टूनमेंट है। इसलिये यह आवश्यक है कि अजमेर से इन्दौर वाया चित्तौड़, नीमच, रतलाम वाली जो सड़क है, उस को नेशनल हाईवे डिक्लेयर कर दिया जाये।

इसी तरह नीमच से भोपाल वाया रामपुरा, झालावाड़, राजगढ़ और ब्यावर की जो सड़क है, उस को भी नेशनल हाईवे डिक्लेयर कर दिया जाये।

चूंकि थर्ड फाइव ईयर प्लान में अधिक रेलें बननी नहीं हैं, इसलिये वहां की जनता चाहती है कि अगर सरकार रेलें नहीं दे सकती

[श्री मानकभाई अग्रवाल]

है, तो सड़कें बनाने की व्यवस्था तो करे । अगर ऐसा किया जायेगा, तो वहां के लोगों को हम कह सकेंगे कि आप के लिये कुछ तो किया गया है और उन को कुछ संतोष होगा ।

सरकार की ओर से तमाम वर्गों को, जो भी व्यापार करते हैं, चाहे वे छोटे धंधे करते हों, बड़े या मीडियम धंधे करते हों, हर प्रकार से संरक्षण दिया गया है, प्रोत्साहन दिया गया है और कर्ज की तजवीज की गई है । परन्तु इस धंधे को करने वाले लोग जोकि मजदूर हैं या कामन मैन हैं, उन के लिये आप ने कोई व्यवस्था नहीं की है । इस का नतीजा यह है कि जो फाइनेंसिंग कम्पनियां हैं, वे १६ परसेंट, १८ परसेंट और १४ परसेंट आज उन से लेती हैं और वे उस बोझ से दबे जा रहे हैं । एक तरफ आप टैक्स बढ़ाते हैं, डीजल पर टैक्स बढ़ाते हैं, टायरों पर, वीहिकल्ज पर तथा दूसरी चीजों पर टैक्स बढ़ाते हैं और इस में मुझे कोई ऐतराज भी नहीं है, आप टैक्स बढ़ा भी सकते हैं, लेकिन उस के साथ साथ आप की यह जिम्मेदारी भी है कि आप देखें कि कहीं जो इंडस्ट्री है, वह इस बोझ से लद कर कहीं गिर तो नहीं पड़ेगी, कहीं बैठ तो नहीं जायेगी, कहीं तबाह तो नहीं हो जायेगी ।

15 hrs.

मुझे मालूम हुआ है कि अभी हाल में ट्रांस्पोर्ट कमिशनर्ज की जो कान्फ्रेंस हुई है उस ने और साथ ही साथ ट्रांस्पोर्ट डिवेलेपमेंट काउंसिल ने भी यह सिफारिश की है कि रोड ट्रांस्पोर्ट फाइनेंस कारपोरेशन का निर्माण किया जाये । अगर यह चीज तय हो गई है तो फिर देरी किस बात की है । आखिर आप क्यों कामन मैन और मजदूर को जो इस धंधे में लगे हुए हैं, पूंजीपतियों के हवाले किये हुए हैं जोकि उन का एक अर्से से शोषण कर रहे हैं । मैं चाहता हूं कि इस कारपोरेशन का शीघ्र ही निर्माण होना चाहिये ।

यहां पर इस सदन में कई बार कोयले की कमी का सवाल पैदा हो चुका है । कई बार सिमेंट की कमी का सवाल भी पदा होता है । अगर इन चीजों की कमी पैदा होती है तो इस तरह के सवाल उठाना वाजिब भी है । जब आप इस की छानबीन करते हैं, खोज करते हैं तो पता चलता है कि वैगंज का एलाटमेंट नहीं मिल रहा है और बिना वैगंज के सिमेंट या कोयला पहुंचाना सम्भव नहीं है । इस का नतीजा यह होता है कि जो सिमेंट के भाव होते हैं वे बढ़ जाते हैं । यह देख कर मुझे बड़ी हैरत होती है । अगर आप रेलों से सिमेंट नहीं पहुंचा सकते हैं तो आज आप के पास अपने ही देश में इतनी तेज रफ्तार से चलने वाली मोटरें हैं, ट्रकें हैं, आप उन का क्यों इस्तेमाल नहीं करते हैं । उन की क्षमता भी ऐसी है कि अगर १०–१२ टन उन की केपेसिटी को बढ़ा दिया जाये, तो ले जा सकती हैं । उन से माल को ढो कर रेलों से भी सस्ते भाव पर पहुंचाया जा सकता है । क्यों नहीं आप इस जरिये से सिमेंट इत्यादि को भेजने का प्रबन्ध करते हैं ताकि कमी का सवाल ही पैदा न हो ।

रेलवे की तरफ से ट्रेक स्पेशल चलाई गई है और उस ट्रेक स्पेशल से बम्बई से दिल्ली माल आने में आठ दिन लगते हैं । इतना होने पर भी उस को स्पेशल कहा जाता है । मैं निवेदन करना चाहता हूं कि अगर रोड ट्रांस्पोर्ट से आप यह काम करें तो यह जो ८०० मील का फासला है, इस को डेढ़ दिन में तय कर के होम डिलिवरी मिल सकती है । यह एक आसानी से सुलभ होने वाला जरिया है, जिस का आप इस्तेमाल कर सकते हैं । इस से काम तत्काल हो सकता है और मैं चाहता हूं कि इस ओर आप का ध्यान जाये । यदि ऐसा नहीं किया गया तो इस का मतलब होगा कि काला बाजार करने वालों को हम प्रोत्साहन देना चाहते हैं । जब सिमेंट की कमी पैदा होती है तो वे छः रुपये के थैले के लिये दस दस रुपये लेते हैं । इस के लिये कुछ अंश में

हम उन को दोषी ठहरा सकते हैं और बाकी जो दोष है, उस के लिये हम जिम्मेदार हैं। इस वास्ते मैं चाहता हूं कि इस ओर आप का ध्यान जाये।

आप ने एक नियम बनाया हुआ है जिस के अनुसार जिस के पास १२ गाड़ियां होती हैं, उस को आप फ्लीट ओनर मानते हैं। यह नियम तब बना था जबकि गाड़ी की कीमत २५०० रुपये हुआ करती थी। आज गाड़ी की कीमत ५०,००० हो गई है तो भी आप आज उसी को फ्लीट ओनर मानने के लिये तयार हैं जिस के पास १२ गाड़ियां हों। अब जिन के पास इस से कम गाड़ियां हैं उन को कम्पनी से टायर डायरेक्ट नहीं मिलते हैं, पार्टस डायरेक्ट नहीं मिलते हैं और उस को साढ़े बारह परसेंट टायर पर और तीस परसेंट पार्टस पर अधिक देना पड़ता है। उन को ये चीजें बाजार से खरीदनी पड़ती हैं। आज गाड़ियों की कीमतें काफी बढ़ गई हैं। जो चार पांच गाड़ियां रखता है, उस को इस में दो-ढाई लाख रुपये इनवेस्ट करने पड़ते हैं जबकि उस जमाने में उस को तीस हजार का इनवेस्ट करना पड़ता था। तीस हजार वाले को तो उस वक्त फ्लीट ओनर मान लिया जाता था लेकिन आज दो ढाई लाख वाले को फ्लीट ओनर नहीं माना जाता है। मैं चाहता हूं कि यह जो बारह गाड़ियों की लिमिट रखी हुई है इस को कम कर के चार पांच गाड़ियों की कर दिया जाना चाहिये ताकि उन्हें सहूलियत से पार्टस इत्यादि मिल सकें।

कोआपरेटिव्ज की हमारे देश में काफी चर्चा होती है। प्रधान मन्त्री जी से लेकर छोटे से छोटे-छोटे मन्त्री वह अधिकारी तक कोआपरेटिव्ज की बात करते हैं। परन्तु आज होता यह है कि इनको रिकगनाइज नहीं किया जाता है, कोआपरेटिव्ज सोसाइटीज को डायरेक्ट सप्लाइज नहीं दी जाती हैं और इसके नतीजे के तौर पर हजारों और लाखों रुपया जो इस इंडस्ट्री में लग सकता है, वैसे ही जा रहा है।

इण्टर-स्टेट ट्रांसपोर्ट कमीशन भी आपने बनाया है और आपने इस बात की कोशिश की है कि सारे देश में एक ही जैसा टैक्स लिया जाए। उस कमीशन का काम ठीक तरह से नहीं चल रहा है और इसका नतीजा यह हो रहा है कि ट्रांसपोर्ट के मामले में काफी रुकावटें पैदा हो रही हैं। अगर एक प्रदेश से दूसरे प्रदेश में वीहिकल को जाना होता है तो रेसिप्रोकल अरेंजमेंट से ही ऐसा हो सकता है। दो तीन सौ गाड़ियों को परमानेंट परमिट मिल जाते हैं और पचास साठ को टैम्पोरेरी। जब लोग अपनी लारियों इत्यादि के लिये परमिट लेने के लिये आर० टी० ओ० के दफ्तर में जाते हैं, चाहे वह टैम्पोरेरी परमिट हो या परमानेंट तो हजारों लाखों रुपया उनको उस दफ्तर में रिश्वत के तौर पर देना पड़ता है और कई कई दिनों या महीनों तक इंतिजार करते रहना पड़ता है। जब देश एक है और आप चाहते हैं कि सिंगल प्वाइंट टैक्स हो, आप चाहते हैं कि फ्री मूवमेंट हो तो क्या वजह है कि आप ऐसा नहीं कर देते हैं कि किसी भी प्रदेश में टैक्स अदा करने वाली गाड़ी चाहे जहां भी हो वह रजिस्टर हुई हो सारे हिन्दुस्तान में, एक छोर से दूसरे छोर तक बिना किसी रुकावट के जा सकती है। अगर आप यह सहूलियत कर दें तो भ्रष्टाचार भी मिटेगा, माल के आवागमन में भी सुविधा होगा, किराया भी सस्ता होगा और लोगों को माल भी सस्ते भाव पर मिलेगा।

कहने के लिये तो और भी बहुत सी बातें थी, परन्तु चूंकि समय नहीं है, मैं कह नहीं सकता हूं। मैं आपको तथा मन्त्रालय को धन्यवाद देकर अपना स्थान ग्रहण करता हूं।

श्री राधेलाल व्यास (उज्जैन) : सभापति महोदय, मैं आपका धन्यवाद करता हूं कि आपने मुझे बोलने का समय दिया है। जो ट्रांसपोर्ट एण्ड कम्यूनिकेशन्ज मिनिस्ट्री की डिमाण्ड्स हैं, उनका मैं समर्थन करता हूं।

मैं मिनिस्टर साहब को धन्यवाद देता हूं कि उन्होंने एक पी० एण्ड टी० बोर्ड कायम

[श्री राघलाल व्यास]

किया है। यह समय ही बतायेगा कि जिस उद्देश्य से उसको कायम किया गया है कि कार्यक्षमता बढ़, और लोगों को ज्यादा से ज्यादा सुविधायें मिलें, वह किस हद तक पूरा होता है। लेकिन आशा की जानी चाहिये कि वह उद्देश्य पूरा होगा।

सभापति महोदय, रिआर्गेनाइजेशन आफ स्टेट्स के बाद यह जरूरी हो गया था कि जो एडमिनिस्ट्रेटिव यूनिट्स हैं, उन पर पुनर्विचार किया जाए और मुझे यह देख कर प्रसन्नता हुई है कि इस मन्त्रालय ने दक्षिण में खास तौर से इन यूनिट्स का पुनर्गठन किया है। मैसूर बम्बई, हैदराबाद और मद्रास, ये तीन सर्किल्ज में बंटे हुए थे। इसको हटा कर मैसूर राज्य का एक पी० एण्ड टी० सर्किल कर दिया गया है। इसी तरह से मराठवाड़ा क्षेत्र को बम्बई स्टेट में मिला दिया गया है।

कुरनूल में, आन्ध्र का सर्किल था। तेलेंगना दूसरे सर्किल में था। अब तेलंगाना और पूरे आन्ध्र स्टेट को मिला करके एक सर्किल बना दिया गया है। यह अच्छा हुआ है और यह होना चाहिये था।। लेकिन मेरी समझ में अभी तक यह बात नहीं आई है कि बेचारे मध्य प्रदेश को क्यों छोड़ दिया गया है। अभी भी उसके कुछ क्षेत्र राजस्थान सर्किल में हैं और कुछ क्षेत्र सेंट्रल सर्किल में हैं। नागपुर और विदर्भ का एरिया बम्बई में जब चला गया है तो फिर उसके बाद बम्बई में दो सर्किल हो गए हैं। केवल बम्बई ही एक ऐसी स्टेट है जहां पर दो सर्किल हैं, बाकी किसी स्टेट में दो सर्किल नहीं हैं। हमारी स्टेट की तरफ अभी तक माननीय मन्त्री जी की तरफ से कोई ध्यान नहीं दिया गया है और इसके जो दुष्परिणाम हैं, वे हमें भुगतने पड़ रहे हैं। जिस तरह से डिवेलेपमेंट के काम हमारे राज्य में होने चाहिये, पी० एण्ड टी० और टेलीफोन के, वे उस तरह से नहीं हो रहे हैं। वे ठीक ढंग से नहीं हो रहे हैं। इसके सम्बन्ध में मैं आपके सामने कुछ आंकड़े पेश करूंगा और यह बतलाने का प्रयत्न करूंगा कि जो लाभ हमारे राज्य को होना चाहिये वह न होकर नुकसान हमें भोगना पड़ रहा है।

हमारे राज्य में जो हमारी पार्टी है, कांग्रेस पार्टी, उसने एक प्रस्ताव पास किया था इसके सम्बन्ध में और उसके बारे में माननीय मन्त्री जी को पत्र भी लिखा गया था और उनसे प्रार्थना की गई थी कि जिस तरह से मैसूर का एक अलग से सर्किल बना दिया गया है, उसी तरह से मध्य प्रदेश का भी एक अलग सर्किल कर दिया जाना चाहिये। लेकिन अभी तक उस पर कोई निर्णय नहीं हो पाया है। इसके उत्तर में शायद यह कहा जाए कि कि हमारे पास बिल्डिंग्ज नहीं हैं। मेरी समझ में नहीं आता है कि यदि बिल्डिंग्ज की व्यवस्था एक जगह पर नहीं है तो क्या दूसरी किसी जगह पर भी नहीं है? अगर बिल्डिंग की व्यवस्था नहीं है तो आप पैसा खर्च करके क्यों बिल्डिंग नहीं बनवाते हैं। जब पैसा खर्च करने की बात कही जाएगी तो जवाब दिया जा सकता है कि बजट में गुंजाइश नहीं है। मैं पूछना चाहता हूं कि दूसरी जगहों के लिए तो आप लाखों रुपये खर्च कर सकते हैं और उनके लिए आपको रुपया मिल जाता है तो क्या केवल मध्य प्रदेश ही ऐसा राज्य रह गया है, जिसके लिए आपको रुपया नहीं मिलता है। मध्य प्रदेश में छत्तीसगढ़ का इलाका शामिल है, मध्य भारत का इलाका शामिल है जिसमें देशी रियासतें थीं और महाकौशल का वह अन-डेवेलेप्ड एरिया भी शामिल है जिसमें आदिवासियों और हरिजनों की संख्या ६० लाख के करीब है। यह वह इलाका है जो पिछड़ा हुआ है और जहां पर पहले भी कोई डिवेलेपमेंट का काम नहीं हो सका है। डिवेलेप्ड

एरिया महाकौशल का जो था---विदर्भ---वह तो महाराष्ट्र में चला गया लेकिन जो अनडिवेलेप्ड था वह मध्य प्रदेश में आ गया। हम देखते हैं कि हमारा सर्किल अलग न होने से और उस सर्किल का हैडक्वार्टर हमारे राज्य में न होने से हमको बहुत पीछे बनिस्बत दूसरे राज्यों के रहना पड़ रहा है। उदाहरण के तौर पर मैं बतलाऊं, मान लीजिये भोपाल में हेड क्वार्टर होता सर्किल का तो कितनी सुविधा होती। हमारे यहां बहुत से धारा सभा के सदस्य भी आते हैं, वहां मिनिस्टर्स भी रहते हैं, वहां और लोगों को भी बहुत आना जाना होता है, वहां सर्किल हेड्स मिल सकते हैं और अपनी समस्यायें एक दूसरे के सामने रख सकते हैं। अफसरों को उसकी सही जानकारी मिल सकती है कि वे वहां की समस्याओं को कैसे हल कर सकते हैं। हम से यह सलाह नहीं की जाती कि हम नागपुर जायें या जैपुर जायें। इस तरह से काम भी ठीक से नहीं होता है। तो ऐसी स्थिति में यह होता है कि जितना भी डवलपमेंट होता है वह उसी राज्य में होता है जहां पर कि सर्किल का हेडक्वार्टर होता है, जिस तरह से कि महाराष्ट्र का सर्किल हेड क्वार्टर नागपुर में है और राजस्थान का सर्किल हेडक्वार्टर जैपुर में है। इसीलिये मैं कहता हूं कि जैपुर और नागपुर के आसपास के जो क्षेत्र हैं, वहां पर कुछ विकास कार्य हो जाते हैं, हमारे यहां नहीं होते हैं। मैं माननीय मन्त्री महोदय से जोरदार शब्दों में निवेदन करना चाहता हूं कि कोई कारण नहीं है कि हमारे यहां जल्दी से एक अलग सर्किल कायम न किया जाय। और अगर बिल्डिंग की वजह से ऐसा न हो सके तो चाहे नागपुर में हेड-क्वार्टर रहे लेकिन मध्य प्रदेश सर्किल के डाइरेक्टर जनरल का और पोस्ट मास्टर जनरल का कोई सम्बन्ध विदर्भ से, जो कि बम्बई में है, पैदा नहीं होना चाहिये। उसको मध्य प्रदेश के पूरे क्षेत्र को ही एडमिनिस्टर करना चाहिये। साथ ही हमारा जो दूसरा क्षेत्र राजस्थान में लगता है उसको वहां से हटा कर एक सर्किल बनाया जाना चाहिय।

बिल्डिंग के बारे में जो बात कही जाती है वह मेरी समझ में नहीं आई। मैंने रिपोर्ट देखी और बजट के आंकड़े भी देखे। हमारी रिपोर्ट में कई जगह द्वितीय पंचवर्षीय योजना में नई नई बिल्डिंगें बनाने की व्यवस्था की गई थी। वह मंजूर हो चुकी थीं। उनके लिये लैंड एक्वायर की गई पोस्टल बिल्डिंग के लिये, पी० एण्ड टी० आफिसस की कालोनी के लिये और स्टाफ क्वार्टर्स के लिये, लेकिन निर्माण का काम कहीं पर नहीं हुआ। २५ लाख से ऊपर की कई बिल्डिंगें ऐसी है जिनमें अभी काम शुरू नहीं हुआ है, यह बात मैं आपके सामने उपस्थित करना चाहता हूं। पहले तो मैं उज्जैन के बारे में कहना चाहता हूं कि वहां ४८,००० रु० खर्च किया गया पी० एण्ड टी० के लिये लैंड एक्विजिशन के ऊपर, लेकिन रुपया खर्च हो गया। भोपाल में भी रुपया खर्च हुआ। लेकिन बजट में जब प्रावीजन देखते हैं वहां निर्माण के काम के लिये तो सिर्फ ११ करोड़ रु० का प्राविजन है जबकि सेंट्रल सर्किल में और राजस्थान सर्किल में तथा दूसरी जगहों में, जहां कुछ भी खर्च नहीं हुआ, १०, १० करोड़ का प्राविजन है, यह इसलिये कि वह जैपुर के नजदीक है और राजस्थान के साथ में है, दूसरी ओर नागपुर के पास में है। मैं उन शहरों का नाम नहीं लेना चाहता, लेकिन मुझे यह देख कर दुःख होता है कि जहां पर एक पैसा खर्च नहीं हुआ है वहां के लिये काफी रकम रक्खी गई है और जहां पर खर्च हो चुका है ४८,००० रु० वहां के लिये कोई ध्यान नहीं दिया जाता। बिल्डिंग के लिये उतने पैसों का प्राविजन बजट में नहीं रक्खा गया है। मैंने अभी इतला पाई कि मद्रास में पी० एम० जी० आफिस के लिय लाखों रुपये रक्खे गये हैं, जो कि सन् १९५८ में सैंक्शन हुए थे, लेकिन भोपाल के लिये कुछ नहीं हो सका।

भोपाल में टेलीफोन की हालत गड़बड़ है, ट्रेलिग्राफ की हालत गड़बड़ है, वहां का

[श्री राघेलाल व्यास]

स्टाफ ठीक से काम नहीं करता । मैंने उनसे पूछा कि सर्विस इतनी इनएफिशिएट क्यों है तो जवाब मिला कि यह इन एफिशिएंसी इस लिये है कि काम में दिल नहीं लगता । वहां पर उनके रहने के लिये कोई मकान नहीं हैं । क्यों कंस्ट्रक्शन नहीं किया जाता जब राजधानी नई बनी है ? दूसरी राजधानियां तो ५०, १०० सालों के पहले से बनी हुई हैं वहां सब तरह की सहूलियतें हैं, लेकिन भोपाल में नई राजधानी बनने की वजह से लोगों को बड़ी कठिनाई है । नई राजधानी होने के कारण वहां पर आबादी बढ़ती जा रही है । मकान वही पहले के रह गये । थोड़े बहुत बने, राज्य सरकार ने बनाये, किन्तु आप के यहां से इस पर ध्यान नहीं दिया गया । इसके लिये उचित व्यवस्था आप की तरफ से न होना मेरी समझ में नहीं आता है ।

मेरे पास आंकड़े हैं कि इसके सर्किल न होने की वजह से कितनी कठिनाई है । पोस्टल विभाग के लिये बिल्डिंगें चाहियें । पोस्ट आफिसेज के लिये २० करोड़ रु० की कैपिटल आउटले में से बिल्डिंग्स के लिये केवल १ करोड़, १६ लाख, ५३ हजार रु० इस साल के बजट में रक्खा है । इस १ करोड़, १६ लाख, ५३ हजार में से मध्य प्रदेश में कुल खर्च होगा ५४ हजार ५०० रु० । इसका केवल एक ही कारण है कि अफसरों का ध्यान हमारे क्षेत्र की ओर इसलिये नहीं है कि वह हमारे क्षेत्र से दूर हैं । इसी तरह से आप टेलिग्राफ को लीजिये । टेलिग्राफ के लिये कुल २ करोड़ ६४ लाख २३ हजार रु० का बजट प्राविजन है । उसमें हमारे यहां खर्च हो रहा है २ लाख ६६ हजार रु० । रेडियो के लिये सेण्टर में कुल १२ लाख ३४ हजार रु० का प्राविजन है । मध्य प्रदेश को उस में से फूटी कौड़ी भी नहीं मिल रही है । टेलीफोन्स में आफिस बिल्डिंग और स्टाफ क्वार्टर्स के लिये खर्च होने जा रहा है ४ करोड़, ४६ लाख, ८६ हजार ८०० रु०, और उसम से मध्य प्रदेश के सेण्ट्रल सर्किल और राजस्थान सर्किल दोनों को मिला कर खर्च होने वाला है केवल २ लाख ४ हजार रु० । यह आंकड़े क्या बतलाते हैं ? क्या मध्य प्रदेश काफी डवेलप्ड है ? दूसरी जगह पर बजट प्राविजन इतना हो और जो हमारी इतनी बड़ी स्टेट है उसमें इतना कम खर्च हो तो सिवा इसके कि मैं मैं इस पर दुःख प्रकट करूं और कुछ नहीं कर सकता । मेरा कहना है, मेरा आरोप है कि पी० एण्ड टी० डिपार्टमेंट मध्य प्रदेश की ओर कोई ध्यान नहीं दे रहा है, मध्य प्रदेश की उपेक्षा की जाती है, जैसा कि यह आंकड़े बतलाते हैं । मैं माननीय मन्त्री जी से निवेदन करूंगा कि अब समय आ गया है कि वे खुद इसमें दिलचस्पी लें और ऐसी व्यवस्था करें जिससे मध्य प्रदेश एक अलग सर्किल हो जाय ताकि आफिसर लोग वहां के निर्माण कार्यों को जल्दी से कर के इस क्षेत्र को विकसित करें और वहां की कठिनाई और तकलीफ को दूर करें ।

अब मैं आता हूं रोड्स की तरफ । मध्य प्रदेश का क्षेत्रफल १ लाख ७१ हजार वर्ग मील के करीब है । यह क्षेत्रफल सारे हिन्दुस्तान के क्षेत्रफल का १२.७६ परसेन्ट होता है । यहां नागपुर प्लैन की हमारे मित्रों ने काफी सराहना की कि उसका टार्गेट पूरा हुआ । लेकिन मध्य प्रदेश स्टेट में अगर नागपुर प्लैन को देखा जाय, तो हम बहुत ज्यादा पीछे है । अभी स्थिति यह है कि बहुत ऐसे क्षेत्र हैं जहां हम पहुंच भी नहीं सकते हैं । सड़कें ही नहीं हैं मीलों तक । पोस्ट आफिस नहीं हैं, तारघर नहीं हैं जहां पुलिस स्टेशन हैं वहां पर भी । यह हमारे यहां की हालत है । हमारे यहां की स्थिति इतनी दयनीय इसलिये हो रही है कि हमारे यहां टोटल माइलेज १८८८६ है जिसमें से सिर्फ १२८५८ मील में सर्फेस्ड रोड होगी । अब ३७१ आदमियों के

पीछे हमारे यहां सिर्फ एक मील रोड है । दूसरी पंचवर्षीय योजना के अन्त तक जो स्थिति होने वाली है वह यह है कि हर १०० स्क्वायर मील में ११.१० मील रोड होगी जबकि आल इंडिया फिगर्स सन् १९५८ में यह थे कि सारे भारत में २९.२ मील हर १०० स्क्वायर मील पर औसत होगा । इससे पता चलता है कि अभी हम नागपुर प्लैन के कितने पीछे हैं । नागपुर प्लैन के आल इंडिया फिगर को लेकर मैं कहना चाहता हूं कि जब देश इतना आगे बढ़ गया है, हमारे मध्य प्रदेश का इतना बड़ा क्षेत्र, जिसका सम्बन्ध देश के चारों ओर से है, इतना पिछड़ा रहे तो क्या यह देश के लिये हानिकारक नहीं है ? मेरा निवेदन है कि अगर आप यह समझें कि यह स्टेट गवर्नमेंट का काम है तो मैं कह सकता हूं कि स्टेट गवर्नमेंट के पास इतने रिसोर्सेज नहीं हैं और वह इस काम को पूरा नहीं कर सकती । इसके लिये सेंट्रल गवर्नमेंट भी जिम्मेदार है । अगर कोई प्रदेश विकास के मामले में पीछे रहे तो सेंट्रल गवर्नमेंट को चाहिये कि वह हर प्रकार से उस स्टेट गवर्नमेंट की मदद करे और उसको आगे बढ़ाये । दूसरी पंचवर्षीय योजना में हमारे यहां से २४ करोड़ रु० की प्लैन साइज्ड की गई थी, लेकिन उस प्लैन के लिये प्लैनिंग कमीशन की तरफ से कुल १२ करोड़ का प्रावीजन रक्खा गया । उसके बाद भी एक्चुअल एक्सपेन्स में सीलिंग और कट करके जो सैकिंड फाइव इयर प्लान के लिये हमें मिला वह था ८.६७ करोड़ पांच साल के लिए एज अगेन्स्ट २४ करोड़ । तो कैसे इस प्रदेश का विकास हो सकता है और कैसे वहां के लोगों की हालत सुधर सकती है ।

नेशनल हाईवेज में भी इसके लिये तो मैं धन्यवाद देता हूं कि ब्यावरा भोपाल और जबलपुर रोड को नेशनल हाईवे डिक्लेअर कर दिया लेकिन कुछ मिसिंग लिंक्स हैं । उनको भी विभाग गम्भीरता से सोचे और जो जरूरी हों उनको तत्काल डिक्लेअर कर देना चाहिये । जैसे ग्वालियर और झांसी के बीच का मिसिंग लिंक है । अमृतसर से बराबर भोपाल तक सम्बन्ध हो जाता है कारण सागर से झांसी तक नेशनल हाई वे है और सागर से भोपाल तक होने जा रहा है । लेकिन बीच का थोड़ा सा हिस्सा है । झांसी शिवपुरी को हाईवे डिक्लेयर कर दिया लेकिन ग्वालियर और झांसी के बीच ५०–५५ मील का टुकड़ा है उसको नेशनल हाईवे डिक्लेयर नहीं किया । यह बहुत जरूरी है । इस पर विचार किया जाए ।

दूसरा भोपाल से देवास है । आपने भोपाल को ब्यावरा तक किया इससे दिल्ली जाने वालों को सुविधा हो गयी । लेकिन अगर भोपाल से देवास को भी आप डिक्लेयर कर दें तो इससे बम्बई जाने वालों को भी सुविधा होगी । यह छोटा सा टुकड़ा है और उस पर ब्रिजेज वगैरह भी बन गए है और रोड भी अच्छी है, इस पर आपको ज्यादा खर्चा नहीं करना पड़ेगा । आपको उसको केवल डिक्लेयर करना है । तो इस तरह से भोपाल से देवास तक भी नेशनल हाईवे डिक्लेयर करने की जरूरत है ।

इसी तरह से जबलपुर से आप भोपाल तक सड़क ले जाना चाहते हैं । अच्छा हो कि आप जबलपुर से रायपुर को भी एक नेशनल हाईवे डिक्लेयर कर दें ।

इसके बाद जबलपुर से कानपुर को भिण्ड होकर रोड हो जाए यह मेरा सुझाव है । आपने चम्बल और जमुना के पुलों के लिए एक तिहाई मदद देने का वादा किया है । उसके लिए मैं आभारी हूं । जब यह जबलपुर से भिण्ड होकर कानपुर तक नेशनल हाईवे हो जाएगी तो मध्य प्रदेश का सम्बन्ध सारे देश से सहज हो जाएगा ।

यही मेरे चन्द सुझाव हैं जो बहुत जरूरी हैं । उन पर विचार किया जाए और हो सके तो इन मिसिंग लिंक्स को जोड़ दिया जाए । मुझे कहना तो और भी था लेकिन समय नहीं है । इसलिए आपको धन्यवाद देकर समाप्त करता हूं ।

The Deputy Minister of Civil Aviation (Shri Mohiuddin): I shall first deal with the problem of unemployed pilots, which was referred to in the debate today by more than one hon. Member. The question of unemployed pilots was considered by the Estimates Committee on instructions from the Speaker. The report of the Committee was placed on the Table of the House by the Chairman of the Estimates Committee there days ago. I hope hon. Members have had time to read the report, which gives a realistic picture of the unemployed pilots and practical suggestions as to how to meet the situation arising out of present position.

I was surprised that Shri Braj Raj Singh said that there are 92 unemployed pilots.

Shri S. M. Banerjee (Kanpur): I said 71.

Shri Mohiuddin: I was not here in the House at that time, but my colleague said that he used the number 92. Anyhow, I will accept that figure.

Dr. P. Subbarayan: Shri Goray said 71 but Shri Braj Raj Singh said the number was 92.

Shri Raj Bahadur: I heard him saying 92.

Shri Raghunath Singh: Yes, he said 92.

Dr. P. Subbarayan: Shri Banerjee contradicted Shri Braj Raj Singh.

Shri Mohiuddin: Anyhow, the Director-General of Civil Aviation has written letters to all the pilots who have passed from the Civil Aviation Training Centre to inform him as to how they stand at the present moment. I hope hon. Members who have referred to this question will, whenever they meet these pilots, induce them to send replies to the D.G.C.A. as to what they are doing at the present moment and whether they intend to continue to take interest in the flying profession.

I was accused by Shri Braj Raj Singh that in my reply of 23rd February I did not give a correct picture of unemployed pilots. As far as the correct figure is concerned, it is 33. I am qualifying this number 33 because this is the number of pilots who have renewed their licences and whose licences are current in 1960. This figure is exact, based on the renewal of licences. It is unfortunate that many persons who have had training, who have passed the examinations and who have renewed their licences for some time, did not care recently to renew their licences. I quite understand that renewal of these licences also incolves expenditure, because they have got to do some minimum number of flying hours before a licence is renewed. I am very distressed that the skill acquired by these persons is going to waste. I hope that the avenue of employment will widen very soon and those persons who have not renewed their licences, if they are not employed otherwise, will come forward and try to renew them.

Shri S. M. Banerjee: Are there any vacancies?

Shri Mohiuddin: I am coming to that. I had stated on many an occasion before that as soon as the position of employment was reviewed by the Director-General of Civil Aviation and it was found that vacancies or recruitment by the Indian Airlines Corporation as well as by Air India International will go down, we tried to persuade the IAF to take a few suitable candidates into their service, so that the number of unemployed pilots may be reduced to a certain extent.

Shri Nath Pai (Rajapur): Why a few suitable candidates? Why not all? Why all are not found suitable?

Shri Mohiuddin: I shall come to other avenues of employment which we have tried to secure. I hope that this question will be decided soon. IAC has recently decided to recruit

about 9 to 10 pilots and I think they will advertise very soon. I hope the pilots who have renewed their licences will come and take advantage of the opportunity that is offered.

Another opportunity has also presented itself for employment, and that is as assistant aerodrome officers. Candidates for these posts are recruited by the Public Service Commission and, under the rules, there is some age-limit. We have got to relax the maximum age-limit in order to permit these licensed pilots to apply for employment as assistant aerodrome officers. I hope a few of them will be employed, because it depends upon the Public Service Commission to select or not to select them, against the six aerodrome officers' posts that will be advertised. These are at the present moment some practical avenues which have been found. I hope some of the unemployed pilots would be foond suitable for the IAF and the IAC as well as for the aerodrome officers' posts.

Shri Osman Ali Khan referred to the efficiency measures which the Wheatcroft Committee had recommended for the Indian Airlines Corporation. I may at this stage mention that during the last two or three years a radical change has taken place in the financial structure of the Indian Airlines Corporation. Hon. Members might have noticed in the balance sheet the changes that have taken place. I shall mention one or two.

The Indian Airlines Corporation had incurred a loss of Rs. 5,88,81,000 since 1953-54. This loss was met by loans to the Indian Airlines Corporation, and these loans were carried in the balance sheet as outstanding liabilities of the Corporation.

15·32 hrs.

[MR. DEPUTY SPEAKER *in the Chair*].

It was thought that with the increasing cost of operations and with the increasing requirements of air services to many places on many routes where the traffic has not fully developed, this loss which is carried in the balance sheet of the Indian Airlines Corporation as a loan should be written off as a subsidy. So, these Rs. 5,88,00,000 were written off as subsidy out of which an amount of Rs. 5,88,00,000 ere written off as Government of India as depreciation fund in the account of the Indian Airlines Corporation and Rs. 2,31,99,000 were completely wiped out. The decision was taken under certain conditions, namely, that the cost structure of the Indian Airlines Corporation should be such that the losses will be reduced from year to year and that we may not have to subsidise the Corporttion for an indefinite period. For this purpose a cost structure committee, the Wheatcroft Committee, was appointed to which my hon. friend, Shri Osman Ali Khan, referred to in detil.

The Committee worked out the standard cost and recommended that the cost should be fully observed. It was expected that this standard cost would progressively go down with increase in efficiency of the workers, the officers and employees, of the Corporation. The formula that was agreed to by the Government was that in future if any loss is incurred the loss will be met by the Government only on the basis of the standard cost. If the costs are according to the standard cost, the loss will be a justifiable loss on that basis; otherwise, it will sow that the required efficiency has not been brought about in the working of the Corporation.

For illustration, I shall mention that for the Dakotas, it was recommended by the cost Structure Committee that the total cost of operation of the Dakotas under some conditions should be Rs. 669, but later on in 1959-60 it was found that it was approximately Rs. 694. With the help of the Commercial Audit Department it is expected that the standard cost on the basis of the actuals for 1959-60 will be worked out and that will be the

[Shri Mohiuddin]

basis for any loss that may be incurred by the Indian Airlines Corporation in future. I hope that this formula which has been agreed to in principle by the Corporation will be fully odhered to and the standard cost laid down for various items will be observed.

I may, however, mention that Dakotas are very sturdy aircraft. They are safe, but as far as the cost of operation is concerned, they are expensive. I have been given some figures from 1956-57 to 1959-60 which show that the Indian Airlines Corporation incurred a loss to the extent of over Rs. 1 crore on Dakota routes. In 1959-60 it was Rs. 1 crore. There is no doubt that the introduction of the Viscounts has made a big difference to the Indian Airlines Corporation. I am very obliged to my predecessor Ministers, Shri Raj Bahadur and Shri Jagjivan Ram, that at that time in 1955-56 they selected the Viscount as the most suitable for our conditions of trunk route transport in India. They have contributed to the good and profitable working of the Indian Airlines Corporation. We are now getting five Fokkers and I hope that very shortly we would be able to replace them. I am not sure how we will do it but we are only hoping that we will be able to replace the Dakotas with turboprop engines or some improved type of aircraft even for smaller route services.

I wish to mention one point that in 1959-60 the Indian Airlines Corporation turned the corner and made a small surplus of about Rs. 8 lakhs. Mr. Osman Ali Khan referred to that surplus. I am deliberately calling it surplus, because it is a surplus of revenue over expenditure, including every item, depreciation, and so on, except interest payable to Government. Unless the interest which is due to Government is paid, it cannot be called profit. Profit will be that amount which will accrue after paying all the liabilities. As the House knows, the interest has been waived by Government till 1966, and I hope that this period of five or six years will be fully utilised for the purpose of running the Corporation in such a way that from 1966 onwards the Corporation will pay not only the interest but also a profit on the equity capital which has been advanced to the Corporation.

The other point that I may mention is that the year 1960-61 may not be as good for the Corporation as 1959-60 was where a surplus of Rs. 8 lakhs was shown in the balance sheet. The revenues have considerably increased in 1960. The hours flown has also increased considerably, but at the same time, the expenditure has gone up. This increased expenditure is due to rise in salaries and wages and other miscellaneous expenditure and I hope that inspite of this increase in expenditure due to salaries and so on, the Indian Airlines Corporation will be able to make up the increased expenditure by increased revenues. If they cannot, they will have to find ways and means of increasing their revenues. The increased wages and salaries in any commercial concern can come only from the revenues.

There is an unfortunate feeling in the public and on the part of employees of corporations—I am speaking generally—that the corporation is owned and run by Government and so any losses sustained must be met by Government. This is an unfortunate impression which I hope will be removed very soon. We have to instil this responsibility in all that a nationalised corporation must meet its own expenditure; it must be worked in such a manner that all the expenditure is met from its own resources and it should not be expected that the taxpayer will come forward to help. This is the purpose for which the Wheatcroft Committee was appointed and I am sure the recommendations and remarks of the Wheatcroft Committee Report have gone home and everyone will realise that he should try and

make a success of the natianalised industries or nationalised concerns.

Now, Sir, I shall deal with one or two miner points. For example, Mr. Vittal Rao mentioned one point. I am dealing with it only to remove a misunderstanding. He said that inspite of the fact that the Accounts Officer in Calcutta was responsible for the defalcation, he has been given extension. I am afraid this statement was based on wrong information. The Accounts Officer, who was in charge of the accounts,—I cannot say whether he was responsible for it or not—at the time of defalcation was transferred to Delhi and unfortunately he died.

Shri A. M. Tariq: While coming to Delhi or after reaching Delhi?

Shri Mohiuddin: Some other Accounts Officers were also transferred. One of the officers who was given extension was transferred to Calcutta to be in charge of accounts, but this officer had nothing to do with these accounts before defalcation.

Shri S. M. Banerjee: He is not responsible for the past.

Shri Mohiuddin: He is not responsible for the past. The case is still under investigation by the Police. I am informed that they are making some progress.

Now, Sir, another point which usually is mentioned is about chowkidars at the aerodromes. This was done by Mr. Vittal Rao. There are two categories of chowkidars: one is continuous and the other is intermittent. The continuous chowkidar performs duties for 54 hours a week, with one day off in a week. The intermittent chowkidar performs 75 hours duty in a week with one day off in a fortnight. This system, I am told, is practically the same as is prevalent in the railways. The Pay Commission dealt with these categories of chowkidars and they have not made any recommendation for any change and I do not think that any radical change is called for. With these remarks, Sir, I thank you very much for giving me an opportunity.

Shri Subiman Ghose (Burdwan): Mr. Deputy-Speaker, Sir, there is one fact which is so poingnat with grief and heartrending, that I have to refer to the subject over again, inspite of the answer of the hon. Deputy Minister to Starred Question No. 51 dated the 16th February, 1961. I refer to the disappearance of thirteen persons from the ship *The Indian Success.*

I want to draw the attention of the Ministry to certain facts without repeating what has been said in he question and answer. The cryptic answer to the question leads us nowhere. It is so very vague that it does not help anybody. The hon. Minister perhaps thought that he should surrender himself before this enquiring officer and that apart from adopting this mechanical process of enquiry the Government of India has nothing to do in this matter.

But one thing we find from the questions and answers as to what has become of the ship. *The Indian Navigator.* We find that *The Indian Success* had return safely. But what prevented the Government of India from giving information as to what happened to the life motor boat on which these thirteen unfortunate persons went to *The Indian Navigator*? No hit has been given. If an enquiry is to be held, the enquiry is as to what led to the incident of fire in *The Indian Navigator*, what part the authorities on *The Indian Success* played during that tragedy. The country waited with bated breath to learn from the Government as to what happened to the life motor boat.

It is said that on 2nd January, 1961 the tragedy happened. *The Indian Success* launched a search right up to 3rd January, 1961, and then the search was left. But it is found from the Reuters reports and in the *Daily Mail* and other papers from London, The Hague, Brest and some other

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places that this life motor boat was found tossed in the seas somewhere in-between thirty to forty miles from the place of occurrence. That report has not been contradicted; nor has the Government of India tried to find out what happened to this motor boat.

Then, the second question is this. First of all, on this motor boat fifteen persons were sent. It came back. And the opinion of the Captain of the ill-fated ship *The Indian Navigator* was that it was a pointless risk to try to rescue that burning ship. The fifteen persons came back to *The Indian Success*. They were taken from the motor boat to *The Indian Success* by an instrument called derrick or somethink like that and the motor boat was damaged and two persons were injured. One required hospitalisation. Then, the thirteen persons were again sent. For what purpose? The company says that they volunteered their services, and this has been stated in this House by the hon. Minister.

I take these two aspects. One would refuse to believe that when all hopes of rescuing that ship had gone, the thirteen persons would have volunteered their services to go over again to the place of the tragedy. Be that as it may, if we take it that they volunteered their services, then, when the Indian authorities of the ship *Indian Success* came to know that there was no hope of rescue of the *Indian Navigator* which was burning, then, was it not the duty of the person in charge to have dissuaded those thirteen persons from facing that tragedy and from going over there? For what purpose were they going there? If the captain of the ship sent there? and compelled them to go, then, in that case, I shall say that that was a criminal act of commission; if it be the case that these thirteen persons volunteered their service knowing full well that no purpose would be served by their going there, then, I submit that it was a criminal act of omission on the part of the person in charge of the *Indian Success*. In any case, he cannot be exonerated from the responsibility, and if that be the state of things, then, a *prima facie* case is made out, and sufficient materials are there, to launch a prosecution under section 190 of the Merchant Shipping Act, and I would refer the hon. Minister also to section 363 of the Indian Shipping Act which gives the Government of India enough power to take steps in the matter, whether there be an enquiry or not. In spite of any enquiry, the Government of India are entitled to take any action under section 363.

It is said that the enquiry has been entrusted to some nautical officer. We also find from the Merchant Shipping Act that the enquiry can be entrusted with a first class magistrate or a presidency magistrate. But this type of entrusting the enquiry to the nautical officer, I submit, will not inspire confidence owing to various factors. Many delicate matters are involved in it. In this steam navigation company, many persons of position that their influence are connected. We know all those persons that influence, particular we know the big man connected with this company in our State. If one man who is a strong prog of the British *raj*, and now a philosopher and guide of the Congress Government of West Bengal is there, I do not know what result we shall derive from the enquiry by the nautical officer in the face of all these persons. The matter is so very grave, and many precious lives have been lost in this, that a judicial enquiry and an open enquiry is called for.

Shri Raj Bahadur: On a point of order, Sir. So long as the hon. Member confines his remarks to the questions that he has got in his mind and to certain inferences also on his own observations, I have got no objection. But as soon as he begins to come to certain conclusions which cast a reflection or make an insinuation on certain persons who might or might not be the subject-matter of the en-

quiry, will it be fair? That is what I would like to know.

Shri Subiman Ghose: I have not referred to any person who is connected with this enquiry or against whom any enquiry is being held.

Mr. Deputy-Speaker: There was sufficient identification given.

Shri Subiman Ghose: No.

Mr. Deputy-Speaker: I also got that impression, or that clear idea. I was just watching whether he proceeded forward in that direction, in which case I must have stopped him. The objection is all right. We cannot criticise or make reflections against persons who are not here to reply to them.

Shri Subiman Ghose: No, that was not my idea.

Mr. Deputy-Speaker: The hon. Member ought to be more careful.

Shri Subiman Ghose: I am referring to persons against whom there will be no enquiry. I do not refer to persons.

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Shri Raj Bahadur: The hon. Member is impliciting them in the inquiry. I do not know how he comes to certain conclusions.

Mr. Deputy-Speaker: He may make general remarks, but not reflect upon the conduct of any particular individuals.

Shri Subiman Ghose: I never meant that.

I wish the Minister could witness the laceration of the parents, the old parents, who are crying in agony for their sons. I personally know one of them. If the Minister had seen them, I sumit this half-hearted action would not have been taken. There would have been an open judicial inquiry so that there might not be any hide and seek play in this matter. The very question is whether they volunteered the service. They are not here to say that 'we never volunteered; we were sent under compulsion'. But from attendant circumstances one could come to a conclusion as to whether there was compulsion or whether they volunteered service. That can only come to light through a judicial inquiry.

As I have already submitted, the light motor boat was found tossed in the high seas 30 or 40 miles from the place of occurrence. I know there has been a suggestion by the parents of these unfortunate people that they might be somewhere in the small islands that are there within a radius of 60 miles. They have already applied to the competent authorities in this connection and said that it might be possible, though they might be hoping against hope, that they might be in those islands near about the place of occurrence. But upti! now we have not known in whose possession these islands are or whether any inquiry by the Government of India has been made in these islands as to whether these persons are there or not and have been lost to all purposes. This is my submission.

Then I come to another point—the Durgapur Expressway. The construction of roads is a crying need. I have absolutely no quarrel, with that. But I register my opposition to this project. Roads should be constructed where there is a necessity for them. As I have learnt by my two questions in this House, the Durgapur Expressway is going to be constructed to remove congestion. The minor point is there will be a reduction or dismunition of 24 miles from Calcutta to Durgapur. I submit that so far as Durgapur is concerned, it is connected with Calcutta by rail and by the grand trunk road. It is said by Government that boats of the size of 100 ft. by 17 ft. by 6 ft. will ply from Durgapur to Calcutta. From Calcutta to Burdwan, the connection is by electric traction. As regards the connection from Durgapur right up to Moghalsarai, there is a proposal of Government to connect it by electric traction and work is going on at

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break-neck speed. The only thing that remains to be done is the linking of Burdwan with Durgapur—some 40 miles. Here, if the goods are carried by electric traction, at a modest calculation it will save two hours, if not more. That will remove congestion. But, I think, this construction of roads will take away nearly 3000 to 4000 acres of arable land within the Burdwan district itself. During the British days, there were two canals within the Burdwan district, that is, one Rondia canal and the other Eden canal. After that there has been Durgapur barrage and now there is the net-work of canals within the Burdwan district taking away much of the arable land. Now, Sir, if this national project, that is, the Durgapur Expressway, again takes away some 3000 to 4000 acres of arable land, then, I think, there will be hardly any arable land left to be irrigated by these canals.

Now, Sir, I come to this Grand Trunk road that starts from the district and town of Howrah, passes through Hooghly, then comes to Burdwan district and ultimately to Durgapur and beyond Durgapur, as we all know, the road goes. I would request the hon. Minister to examine this proposition. From Howrah to Hooghly the road has been narrowed down because we know that there is the growth of Greater Calcutta and on both sides of the Grand Trunk Road, there are houses and as such there is congestion. From the town of Chinsura which is the headquarters of the Hooghly district right upto Durgapur there is no congestion and there is the possibility of extending the Grand Trunk Road. If that project is taken up, that is, from Chinsura to Durgapur the road is widened and only one road, that is, from Howrah to Hooghly is constructed, that will serve the purpose.

There is another aspect of the case. Just on the southern side of Burdwan if a bridge is constructed, which is a crying need of the people, and from there a road runs parallel to Damodar, not an inch of land will be wasted. And, I think, the West Bengal Government will agree to it and particularly the Minister, Mr. P. C. Sen who has been elected from the other side of Damodar will agree to it that there is a crying need for the construction of a bridge just on the southern side of the town of Burdwan. If that road is remodelled and connected with Durgapur barrage, then vehicles can run up and down. Then, I would submit, there will be lessening of congestion and there will be no necessity of constructing Durgapur Expressway. Sir, it is the fashion not to oppose the national project. But, I think, the national project which takes away the vitals of the land should be opposed. If it takes away nearly 3000 to 4000 acres of arable land, then what will the agriculturists do? I would request the hon. Minister to examine that aspect of the matter also.

Mr. Deputy-Speaker: There are certain hon. Members on this side of the House, who are waiting to speak. I do feel that they are getting impatient and justifiably so. I will come to them, but they will have to wait for sometime more. Shri Manay should be very brief, and those who are to speak from now on should try to condense their remarks. Shri Manay.

Shri Manay (Bombay City Central—Reserved—Sch. Castes): I am thankful to you for giving me an opportunity to speak. Without wasting time, I would like to invite the attention of the Ministry to the grievances of the Scheduled Caste and Scheduled Tribe employees of this Ministry. I shall not waste time by quoting a number of instances, though I have them in my possession. I will quote only one instance, and that is about the recruitment and the confirmation of the Scheduled Caste employees in the P. & T. department. The complaint is that the communal roster,

as has been desired by the Home Ministry, is not being maintained by the P. & T. department and also some other wings of this Ministry even though they are obliged to maintain it. I will quote the number and date of the Home Ministry's resolution. It is No. 31/93-47-Establishment dated 22-8-1947. By this resolution the Home Ministry had drawn up a panel for appointment of candidates belonging to different castes in the civil offices of the Government of India. In framing this roster in 1952, which was to be given effect to from 26th January, 1950, the Government of India, *inter alia*, desired that further recruitment to the grades and services in which vacancies have been filled on or after the 26th January, 1950, before the issue of these orders should, where necessary, be suitably adjusted with a view to protecting the interests of the Scheduled Caste candidates in the matter of appointment and confirmation to posts in the Central Government. This is the order issued by the Home Ministry which is obligatory on all the Ministries so far as the maintenance of the roster is concerned. I am very much surprised to find that the Ministry of Transport and Communications have not only not maintained this roster but that the executives have tried to mislead this House through the Minister by saying that the rosters are being maintained.

My hon. friend Shri B. K. Gaikwad had put a question in this House—Question No. 712—wherein he had asked whether this roster is being maintained. The Minister replied on the 9th March, 1961 by saying that the rosters are maintained. I would like to bring to your notice that the order was issued by the Director-General, Posts and Telegraphs, who sent a copy of the Home Ministry's ruling regarding the reservation of permanent posts for the Scheduled Castes and Scheduled Tribes in 1950 to the subordinate offices. But it is surprising to find that the same order had not reached the Central Telegraph Office at Eastern Court. So, the Scheduled Caste employees were left unconfirmed till this issue was raised in this House.

I have got certain instances in particular about Orissa, where a poor clerk had made several representations reminding the officer concerned, namely, the Director of P. & T. there, of the Home Ministry's order and mentioning the obligatory duties of the Director regarding the maintenance of the roster. That poor fellow has not only been denied the advantages conferred by this roster but the Director has wilfully concealed that order, and this man is suffering till today.

There are so many instances of this nature by which the interests of the Scheduled Caste and Scheduled Tribe employees are being jeopardised by the executives. I can understand very well the interests of the executives in trying to overlook the betterment of the Scheduled Castes and Scheduled Tribes but I just fail to understand how the Ministers could allow themselves to fall in line with the evil intentions of the executive in blocking up the betterment of the Scheduled Caste employees. I am quoting the Minister, for the simple reason that despite the fact that the communal roster was not maintained, the Minister allowed himself to be played into the hands of the executive and to say that the roster is maintained.

Another point in regard to which the Scheduled Castes and Scheduled Tribes employees suffer very much, the scheduled Castes employees in particular, is want of accommodation. I need not say that the scheduled castes employees who are transferred to various places find it very difficult to get accommodation in private places. There is no accommodation provided by the department and when they try to find accommodation of their own, because of untouchability, these poor people are not able to find accommodation. In this way, untouchability is bringing so many hardships to the employees of the Ministry. Therefore, I would request

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and urge on the Minister kindly to see that whatever facilities are provided under the resolutions and rules of Government are provided to them without any hinderance from the executive.

Now I turn to the civil aviation department. I wish I had the opportunity to speak before the Deputy Minister of Civil Aviation was called to speak.

Shri Mohiuddin: The hon. Minister is replying tomorrow morning.

Shri Manay: The question of finalisation of working hours of various categories of staff, the nature of their duties and such other matters is still under the consideration of the Ministry since 1947. I have referred to this point in my speech last year also and I was told that the Ministry is looking into it, and the Ministry would in a very short time take up the preparation of these rules. But let me bring it to the notice of the Ministry that this has not been done so far.

The draft recruitment rules and the service code are also under compilation. 14 years have passed since then and this is also incomplete.

About the bus facilities for children at Nagpur, Shri Vittal Rao had also made mention of this point yesterday. At Nagpur, the Civil Aviation Department used to provide facilities for the school-going children residing at the airport colony. All of a sudden, these airport facilities for the children have been stopped. It was to be stopped from 1st April. There was an order by the DGCA to stop this bus facility meant for the children of the employees of the CAD. It was to be stopped, but the local authorities there have extended it for two weeks more, pending the final decision by the Ministry concerned over the representation made by the parents of the school-going children. I would request the hon. Minister to continue this facility since the Minister has time and again assured on the floor of the House that they would look to the interest of the employees in manifold ways. If the Minister is trying to support the order of the executive to stop this facility, it would ultimately mean that instead of adding to the facilities already provided, he is trying to curtail the little facilities that are being given by the Ministry to its employees.

Sir, there are two caetgories of drivers in the Civil Aviation Department: one is the category of those holding licences for light vehicles and the other is of those holding licences for heavy vehicles. The Pay Commission has recommended two different pay scales for these two categories. I am surprised to find that in the Civil Aviation Department only one scale is made applicable, and that too is he pay scale applicable to light vehicles licence holders. All the drivers in the Civil Aviation Department are paid according to the pay scale which normally would be paid to light vehicle licence holders. This is a serious anomaly. I would urge upon the hon. Minister to look into this genuine grievance of the drivers who are holding heavy vehicle licences. May I also bring to the notice of the hon. Minister that there is no driver in the Civil Aviation Department who is holding a light vehicle licence? In fact, a driver holding a light vehicle licence is not taken in the Civil Aviation Department. If he does not have a heavy vehicle licence he is not taken. Therefore, if the Ministry wants drivers holding only heavy vehicle licences, why should the Ministry not pay them the scale recommended by the Pay Commission, that is, the scale meant for drivers holding heavy vehicle licences?

Now I would like to turn to the P. & T. Department. In the P. & T. Department the declaration of rules governing the conditions of service of the employees are statutorily ordered under article 309 of the Constitution.

These are made applicable in the Railways. Why should not they be made applicable in the P. & T. Department also? Though they have accepted it, the plea given is that they are not yet ready. I would request the Minister of Transport and Communications to hurry up with their machinery to complete these requirements of the employer.

Now, there are certain committees which have been appointed by the Government to enquire into the conditions prevailing amongst the railway mail service, the telegraph traffic service, the extra department service etc. It is surprising that though the work of these committees has been completed the reports are not being either placed here or made available to the members of the public. The members of the public are denied access to these reports. I desire that the reports which are meant for the employees which are meant for the knowledge of the public, should be made available to them. The surprising fact is that the recommendations of these committees are being implemented by the department on the basis of these reports, but access to the public who must know about these reports is not there. Therefore, I would suggest to the Ministry either to make it a public document or at least give opportunity to the employees to know about the recommendations of these committees.

Then I come to the formulation of policy in regard to housing for Postal, R.M.S., and Telegraph Offices. The situation is very pitiable. I represent Bombay city. I know many of the buildings where the R.M.S., Postal and Telegraph Offices are situated are in a very dingy condition. There are offices located in buildings which have been declared unfit for human habitation. It is high time that the Ministry finds out alternative accommodation for them or construct buildings of their own so that the dilapidated condition of these offices will not be there.

Mr. Deputy-Speaker: The hon Member should try to conclude now.

Shri Manay: The post-card facility is meant for the poor people, and for that they have to pay 5 nP. per post-card. Now, 8 nP. is charged for book-post. There is an anomaly in this for the reason that the business houses, which should normally send their printed matter by affixing this 8 nP. stamp for book-post, take advantage of the post-cord of 5 nP. They print the matter on the post-card and take advantage of this facility. I would suggest to the Ministry concerned to see that printed matter, except matrimonial and social invitations, should not be allowed to be sent by post-card, because the postal authorities are losing on account of this.

Mr. Deputy-Speaker: Is this bell only meant for my amusement?

Shri Manay: No, Sir. As my 15 minutes are not yet over, I thought you are trying to remind me that I have to conclude. With your permission, I will just now conclude by saying that the usage of the post-card should not be allowed for printed matter other than matrimonial and social invitations.

Mr. Deputy-Speaker: Shri Thirumala Rao may have a few minutes before I call the hon. Minister.

Shri Thirumala Rao (Kakinada): Sir, I do not want to cut into the time of my hon. friend, the Minister of State in the Ministry of Transport and Communications, but I think I should briefly bring some points to his notice. The Ministry over which my hon. friend, Dr. Subbarayan presides is one of the most important Ministries on whose efficiency depends the working of several key in Ministries, because on the efficiency of transport and communications depends the economic affairs of the Finance Ministry, Commerce and Industry Ministry, External Affairs Ministry and the Defence Ministry. The career of this Ministry has been somewhat chequered because during the last six years three Ministers have presided over its destinies. Therefore, it does not attract much attention or much consideration from

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the Planning Commission, in the allotment of funds.

Here I want to refer briefly with shipping first. Regarding the condition of Indian shipping, I can only describe it modestly or in a moderate way, as deplorable. Our ships carry only 8 to 9 per cent of our overseas trade. India's overseas trade now is Rs. 1,600 crores Rs. 600 crores of exports and Rs. 1,000 crores of imports. The bulk of it is carried in foreign bottoms. Now we are paying yearly Rs. 150 crores on freight of which we hardly get Rs. 15 crores to 16 crores. The Ministry of Shipping has been trying its best to improve the situation and I think my hon. friend, Shri Raj Bahadur, is the only connecting link between several senior Ministers who has got some continuity of purpose and tenure, and he has been able to do something under the circumstances, which are not very encouraging.

I want to say that the present tonnage of the world is 130 million tons and India has only 6 per cent of the world tonnage. What concrete steps have the Government taken to encourage merchant shipping? All the world over, the prosperity of the country, the political influence of the country and the economic stature of the country is largely dependent upon its shipping and communications. In regard to merchant shipping, I referred to one of the oldest books written by Shri Lala Lajpat Rai, who spoke about England's debt to India about 35 years ago. In that book he says that the British carried all their merchandise to India in their own ships, insured them with their own insurance companies, established their own banks for their banking facilities and drained away every year about Rs. 1.50 crores from this country.

To what extent have we been able, in the altered conditions after independence, to change that pattern of trade or the economic exploitation by foreigners in this country? We have been able to look after our own banking to some extent but not insurance and shipping. That is the deplorable state in which we are now. With all these things I was amused to hear from my hon. friend, Shri Mohiuddin, that the Indian Airlines Corporation has been subsidised to the tune of Rs. 5 crores. Whatever undertaking is undertaken by Government, if the public undertaking incurs a loss it is euphemistically called subsidy. But has the Shipping Ministry thought of subsidising the Indian shipping industry at any time? Has it got any programme of going to the help of the private shipping industry that has been struggling? This Indian private shipping industry is the Cindrella of world shipping. They do not allow it to enter any of their markets or any of their associations unless they stipulate very hard conditions. Even if you want to buy a dry cargo vessel or tanker the shipping companies whisper among themselves, "You should do your best not to encourage India to come into this field."

I want to draw the attention of the House, as the hon. Minister himself knows well because he is dealing with this subject, to the fact whether you have got one dry cargo vessel of 30,000 tons to carry our goods outside. The estimated sale of iron ore from this country for the next four or five years will be 12 million tons. It is estimated that by 1965 you will have to export 1,20,00,000 tons of iron ore. Are you carrying one ton of this iron ore in Indian bottoms? You are not able to do it You have agreed to import 17 million tons of foodgrains from America. They have stipulated a condition that 50 per cent of their grain should be carried in American bottoms and they leave the rest 50 per cent to non-American bottoms, not to Indian bottoms exclusively. Is there one Indian ship which can offer a remunerative price for itself to carry one ton of foodgrains? There may be that 15,000 or 20,000 tons, a small quantity might have been carried by Indian bottoms. But all the non-American companies enter into a consortium and they dictate the price

because you have anyhow to carry the foodgrains from America. We are paying Rs. 70 crores to Rs. 80 crores as freight for these foodgrains. Every year they have nearly Rs. 70 crores to Rs. 80 crores of freight and the Indian Government, even after independence, could not utilise this advantageous position for strengthening its shipping position in the world which always depended on private enterprise.

They have started five or six years ago the Eastern Shipping Corporation and the Western Shipping Corporation which, I think, have still to prove their merit and worth before the Indian public. They are struggling to do their best. These corporations are managed by the bureaucracy as other corporations are being managed by the bureaucracy. I do not say that there is any particular handicap in this, but a seasoned senior bureaucrat is supposed to be good for everything under the sun. It is under these person that these public companies are run mostly.

With regard to the pattern of trade, our Rs. 600 crores of exports are so much diversified that today we are exporting diesel engines to England and Germany. The quality of diesel engines that are manufactured in India is such that they are being purchased even by highly industrialised countries. We are exporting large quantities of textiles and other traditional articles of export, like tea, cotton, jute etc. Most of these things are being carried in foreign bottoms. Therefore there must be a serious effort made by the Government of India to encourage all efforts to bring dry cargo vessels under the Indian flag. 30,000 and 40,000 tonners are required and Indian shipping companies are afraid because they have not got sufficient capital with them. They have not got sufficient experience. They are also afraid that Government may not give them a helping hand when they are in difficulties with regard to meeting world competition.

With regard to our oil production, I want to say that we have got three oil refineries. Burmah-shell refines 1.5 million tons of oil every year. Caltax refines 2 million tons and Stanvac 3 million tons. Altogether it comes to about 6.5 million tons. 6.5 million tons of crude oil is being brought into India. Is there one ocean-going liner or tanker with 30,000 tons capacity that you have got uptill now? These modern tankers are going upto 1 lakh tons now. You must have seen a picture recently published of an oil tanker of 1,07,000 tons manufactured in Japanese shipyards.

We have got only small coastal tenkers of 14,000 or 15,000 tons capacity. Two or three of them are plying on the coast for taking oil from Vizagapatam to Calcutta and from Bombay to other ports. There is no oil tanker trade in India. This has to be considered. There is an agreement between the Government of India and the oil companies, which everybody knows, according to which these oil companies are to carry a certain quantity of their imported crude oil in Indian bottoms. But where are the Indian bottoms to carry it? That is what they are asking.

We have now entered into an agreement with Russia to import 1.5 million tons of crude oil and other oil products. But have you got one tanker? Russia is very friendly to us nowadays. She is trying to help us in every way. Russia has agreed to our importing a portion of the supplies in our own bottoms. This is a problem which has to be seen on a larger canvas of the developing economy of this country. We are now making every effort, giving every fillip to increase the export trade of this country. It was Rs. 600 crores this year. By the end of the Third Five Year Plan it is expected to go up to Rs 1,200 crores or Rs. 1,500 crores. With all this export market round about East Asia we are now taking our place on the industrial map of the world, trying to compete as much as possible with the industrialised western nations. But are we making commensurate efforts to carry our goods in

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our own bottoms to the export market? That is a problem to which the Government of India should give serious consideration.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Thirumala Rao: One minute more, Sir. I have got one local problem also. I would request my hon. friend Shri Raj Bahadur to spare a little time to me and we do not mind sitting late a few minutes.

Shri Raj Bahadur: Kakinada?

Shri Thirumala Rao: This is a matter on which I would like them to ponder and give all the support they can. I am sure it will be forthcoming from them. Dr. Subbarayan and other senior Ministers of the Government of India are sympathetic to this, including the Prime Minister, I think. But there is the Planning Commission. Just as over the three trinities of Brahma, Vishnu and Maheshwar there is Adi Shakti, there is what is known as the Planning Commission of India. How unimaginative they are that they have provided for 2 lakh tons for the whole of the Third Five Year Plan.

Shri Raghunath Singh: 1.8 lakh tons.

Shri Thirumala Rao: Rs. 55 crores is nothing. They must ask for more. Then there is the question of the development of Kakinada Port. That is the centre from which I radiate to the circumference. The Kakinada Port, according to the Intermediate Port Development Committee, is the safest natural harbour in the whole of the East Coast of India. The hon. Minister has visited Kakinada and he has seen the port for himself. Several Ministers have come and they are profuse with all their good intentions, which have to fructify some day. As Dr. Subbarayan very well knows Kakinada is considered to be one of the best natural ports in the east coast that admits of development. It has got a long history. I want to draw the attention of the hon. Minister to one fact. They are developing Vizagapatam Port. I want it to developed. It is all right. By 1965 they want to export 6 million tons of iron ore through Vizagapatam. For that they are building a railway line. In my previous speeches on the floor of the House I had said that the line that connects Vizagapatam with Bailadala may be connected to a place midway between Kakinada and Vizagapatam. Last year's intake and offtake of Vizagapatam Port was 18 lakh tons. They expect it to grow up to 60 lakhs by 1965—iron ore alone, leave aside other things. If you read the report you will find how many natural defects there are which are still to be surmounted at Vizagapatam.

I would like that some portion of the iron ore is diverted to the Kakinada port and that Kakinada port is developed.

Mr. Deputy-Speaker: The Minister of Shipping.

Shri Raghunath Singh: The time should be extended.

Mr. Deputy-Speaker: There are hon. Members who wish to speak before the hon. Minister of Shipping is called. But it would not be advisable to call both the Ministers one after the other. Therefore any speeches that are made after the hon. Minister of Shipping has spoken would be replied to by the hon. Minister of Transport and Communications. Therefore, they need not feel impatient.

An Hon. Member: The time should be extended.

Mr. Deputy-Speaker: After the Minister of Shiping has finished we will consider that point. If hon. Members are prepared to sit longer, I will be prepared to sit with them.

Shri Rameshwar Sahu: The time has already been extended.

Shri Raghunath Singh: It has not been extended.

Shri Rameshwar Sahu: It has been. The hon. Minister of Transport and Communications was to reply today. Instead, he is to reply tomorrow.

Mr. Deputy-Speaker: Order, order. These decisions are being taken on either side there and I am not being consulted at all. The Minister of Shipping.

Shri Raj Bahadur: Mr. Deputy-Speaker, Sir, I am grateful to the House for once again enlightening us and guiding us in the discharge of our duties, for voicing the feelings that they have got and for telling us what our faults of omission and commission are and what our little achievements are. Shri T. B. Vittal Rao who opened this debate said that this is an omnibus Ministry. Naturally, its name is Transport, it deals with omnibuses! And it must be realised that this is one Ministry which, as the hon. Minister Shri S. K. Patil used to say, deals with transport on land, water and sea. All the three elements are covered by us.

Shri Thirumala Rao: And either too.

Shri Raj Bahadur: But we are told that water came first when the creation came into being, and therefore I would like to deal with shipping first. Because, if I do not do that I will not perhaps be justifing or vindicating my little designation as Minister of Shipping.

Mr. Deputy-Speaker: Earth must come first, water (that is, shipping) second, and then air.

Shri Raj Bahadur: Air has already come, Sir. So, I would deal with transport by water.

A very powerful plea has been made by my learned friends in regard to shipping, and I am grateful to them, particularly to Shri Thirumala Rao and Shri Raghunath Singh. Shri Raghunath Singh should congratulate himself that he has found another powerful advocate for shipping in my hon. friend Shri Thirumala Rao.

Let me tell them that all the deficiencies in our shipping tonnage that we find today are not the creation of independent India. The history of shipping, the history of its trials and tribulations, is an interesting and inspiring story, and a large tribute has to be paid to those who really succeeded in at least maintaining and retaining a nucleus of it at the dawn of independence. And what was that nucleus? The nucleus was only 2.49 lakhs G.R.T. By 1-4-51 when our First Plan commenced it was 3.9 lakh G.R.T. When our Second Plan Commenced we had 4,80,000 G.R.T. in operation, and taking into account the ships on orders we had 6 lakhs G.R.T. That was the target of the First Plan. We had set for ourselves a trget of 9 lakhs GRT for the Second Plan. And I am happy to report that we have achieved that target. That was a task assigned to us, and without trying to claim any credit for that, let it be said that despite all the handicaps of finance, of foreign exchange and other things, we have today in operation about—if I may only mention a round figure—8,50,000 GR.T. in operation, and we have another 65,000 G.R.T. on order, which brings the total to about 9,15,000 GR.T.

We have spent as much as Rs. 54 odd crores over shipping in the Second Plan. According to the Lloyd's register, even today, we have got 9,15,973 G.R.T. in operation. This includes, however, all vessels above, and including vessels of, 100 G.R.T. We are computing our tonnage on the basis of vessels which are 300 GRT and above.

So far as our promotional efforts are concerned, Shri Thirumala Rao was asking 'What has Government done? Has it thought of subsidising shipping'. I would say that subsidy as such may not have come there but it is well known that many a step sas been taken in the past to promote Indian shipping, such as the provision of development rebate of 40 per cent,

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the concessional rate of interest on loans of 3 per cent and the creation or the establishment of the new institution or organisation known as the Shipping Development Fund, to which Government have already contributed Rs. 12 crores, out of which Rs. 2.87 crores were given by way of loans to the shipping companies in 1959-60 and Rs. 5.94 crores have been given in 1960 61, and out of this loan assistance, we have added as much as 56,000 GRT because of this particular step.

The hon. Member also addressed a question to me whether we have got any bulk carriers, and whether we have got any overseas tankers. He asked only these two questions. I will add another deficiency to these two, and that is in regard to tramp vessels. We do not have a substantial tramp fleet itself. We have got only vessels of the liner type plying in overseas trade. These are the three aspects of shipping which have yet to be taken care of. But, as I said, we have been trying to make up a big lee-way in shipping as best as we can, but before I proceed further, I would like to reply to his point about the Eastern Shipping Corporation and the Western Shipping Corporation which he said have got to prove their mettle and efficiency, and have got to prove their worth as public sector shipping corporations and he asked what they have done.

Shri Thirumala Rao: I am not questioning the present state, but still they are in an infant stage. It will take some time before they grow.

Shri Raj Bahadur: I think they are as much adolescent now as any other Indian shipping company. That would be apparent from what their present figures are. When they started, their investments were Rs. 5.5 crores and Rs. 2.6 crores respectively for the Eastern and Western Shipping Corporations. At present, the invested capital is Rs. 10 crores and Rs. 12.9 crores respectively for the two, bringing it to a total of Rs. 22.9 crores. The total tonnage in the public sector at the beginning of the Second Plan was 42,000 GRT. At present, it is 1.26 lakhs GRT. The Eastern Shipping Corporation has 11 vessels with 77,605 GRT and the Western Shipping Corporation has 6 vessels with about 48,573 FRT. In addition, 7 fast cargo lines with about 6,500 GRT each are under construction at the Hindustan Shipyard Ltd. The gross earnings of the corporations in 1956-1957 were Rs. 2.6 crores. During 1960-61, the earnings are expected to be about Rs. 5 crores. So, they are gaining in strength, and with the acquisition of the Mogul Lines, which is also in the public sector now, although some shares are held by private parties also, we have added another 4 passenger-*cum*-cargo ships of 20,899 GRT.

Keeping these results in view, we are going to take certain steps. Some hints or suggestions were thrown to us in this respect, in this House itself in the past. A question was asked 'Why keep these two corporations apart? Why not amalgamate them?'. We have now finally decided to amalgamate the two shipping corporations, namely the Eastern Shipping Corporation and the Western Shipping Corporation into one concern which shall be designated as the Shipping Corporation of India. It shall have a non-official of standing as chairman who, we think, will be appointed quite early. The existing directors of the Eastern and Western Shipping Corporations will resign, and a newly constituted board will be appointed with a few non-officials also as directors.

Shri Narasimhan (Krishnagiri): How many ICS people?

Shri Raj Bahadur: I will only remind my hon. friend of what the late Sardar Patel said about the ICS. I remember hearing those words from him in this House sitting on that side. We cannot dispute his judgement and wisdom. He said about them that many of them are worth

their weight in gold. And many of them are. Let us agree on that. I do not say that anybody who has got the appellation 'ICS' after his name is a paragon amongst men or a paragon amongst patriots. But we cannot cast reflections on them or entertain suspicions or mistrust about them as a class just because they in their early life showed some brilliance and came out successful in the competitive examinations. We also came out successful in the competition before the public. They came through the Public Service Commission and we came through the Public Commission. That is the only difference. They are from the Public Service Commission and we are from the Public Commission.

Shri Raghunath Singh: We come for five years only. They come and stay for ever.

Mr. Deputy-Speaker: If Shri Raghunath Singh envies their fate, he can go there.

Shri Raj Bahadur: The public sector Shipping Corporation is now being permitted to enter the Burma trade for the movement of rice and coastal trade for coal movement as a matter of policy in emergency, if necessary. Private ship-owners were for sometime not enthusiastic about lifting rice from Rangoon and, therefore, we had to do it. We have already allowed 30,000 tons of rice cargo to these shipping companies.

As said, to fully utilise this investment, it has become necessary for the Corporation to enter into lucrative trade routes as well. In pursuance of that, it is our intention to enter these Corporations in the India-UK continent Conference and we will make efforts to enter into negotiations with our two shipping companies, the Scindia Steam and the India Steam, to help us in this matter.

The Government Corporations would also be going out on two new routes. One is the West Coast of India-Japan service on liner basis, by the middle of this year. Negotiations with the Shipping Conferences concerned have been started and are currently under way. We also propose that the Corporations or the Corporation as would now be established—should also enter the West Coast of India-Australia service later in the Third Plan period, thereby opening two new routes for the Indian shipping companies.

So far as the future is concerned, I will now come to the point made by Shri Thirumala Rao. We would like emphasis to be laid on the development of tramp shipping—acquisition of tramp vessels. We did not also have any bulk cargo carriers. But it is now important in view of the fact that we are exporting large quantities of iron ore and we are also importing large quantities of foodgrains, to which reference has already been made, that we should try to encourage the acquisition or construction of bluk carriers of appropriate sizes. We would also like to entre the overseas tanker trade, and for that purpose we have in one particular case recently relaxed the condition of acquisition of tankers only in the public sector. We have decided in keeping with our flexible policy in this matter to allow tankers to be acquired in the private sector too.

So far as coasted tankers are concerned we have got 3 Indian flag tankers. It is our firm intention now to enter into the overseas oil trade. The coastal tankers that we have got are lifting about 30 per cent of the oil cargo that is available on the coast.

So far as the Third Plan targets are concerned, it is true that the net addition will be only of the order of 181,000 GRT *plus* replacement of 194,000 GRT, which will bring a total for acquisition in the Third Plan of 375,000 GRT. This is almost equal to what we have added, or perhaps I think it is less than what we have done in the second Plan period. But

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that is what we expect to do within the allocations that have been made available for shipping. This particular question of allocation has been referred to by many an hon. Member, and I would only say that we have got to view the whole question of allocations against the perspective of the available resources and finances for the country. In respect of priorities as between the various items of development which are required to be taken up, naturally we have to rest content with somebody's judgment and whose judgment shall it be? It shall be the judgment of the Planning Commission. It is their specific duty to do it.

But apart from that, we are taking certain steps, to which I would refer presently, and which would show what we are proposing to do in this particular matter. As a result of the efforts that we have been making for sometime, I am happy to say that three new shipping companies have come into being. While mentioning to the House that the shipping target of 9 lakh tons for the Second Plan has been achieved by us, it is gratifying to note that we have succeeded in attracting new capital to the shipping industry which is a healthy feature. During the last 12 months, three new companies have been registered, of which two have already acquired ships some of which are operating on the coast and in the overseas sector. One company registered during the year was the Surendra Overseas Limited. This company has acquired four ships making a total tonnage of 30,000 GRT. The second company to be registered was the Ratnakar Shipping Company which has finalised the deal for the purchase of a new ship of 7,000 to 8,000 GRT from Yugoslavia. The third shipping venture which has been recently floated is the Jayanti Shipping Company which has been registered with an authorised capital of Rs. 5 crores. This company has recently signed a contract with the Mitsubhusi Shipping Company for the building of four single screw diesel-driven bulk cargo ships of 30,500 GRT each. The contract of this company with the shipyard is subject to the approval of the Government in regard to the price, specification, etc. Loans from the Shipping Development Fund will be available to the company on the usual terms within the overall allotment for shipping in the Third Plan for the acquisition of these vessels.

Moreover, the Jayanti Shipping Company is negotiating the purchase of oil tankers of 30,000 DWT and over and above that to give it on charter to the oil companies. The Government have agreed to allow the tanker acquisition to take place in the private sector consistent with the flexible plicy with regard to shipping that we have been following. If these negotiations succeed, and the company acquires these tankers, as we hope it will, a substantial addition to our tonnage may be expected in the first part of the Third Plan.

So far as shipping is concerned, I think we have really come to a stage of take-off with these new companies coming into the field. I think we can look forward to the future with confidence.

So far as the Shipping Development Fund is concerned, out of the allocation of Rs. 55 crores that we have got for the Third Plan, Rs. 35 crores are going to be allotted to the Fund. Out of it, Rs. 15 crores will be allotted for the purchase of tramp fleet and Rs. 10 crores for tankers besides Rs. 8 crores to Rs. 10 crores for the purchase of other types of ships including passenger ships. The public sector will have thus at its disposal about Rs. 15 crores for expansion of its fleet and investment in the share capital. We propose to follow a flexible policy in regard to the apportionment of funds so that the necessary adjustments, if needed, may be made. For want of sufficient

trade and cargo coastal shipping has lagged behind in the second Plan period. It is true that as against a target of 488,000 GRT, we have achieved only a figure of 299,000 GRT which means a shortfall of 113,000 GRT, but in the overseas sector, we have exceeded the target by 128,800 GRT, bringing it to a total of 616,800 GRT.

Further, the following measures are being taken now in respect of the important question that has been referred to by certain Members about the movement of coal. We want to encourage and utilise fully our coastal shipping and it has now been decided that an additional one million tons of coal should be moved by the sea route. The present movement is of the order of one million tons. In order to implement this decision, three co-ordination committees have been appointed; one at Calcutta, the other at Madras and the third at Bombay, to look into the day-to-day problems concerning the allocation of ships, provision of wagons, supply of labour, availability of port facilities, etc. The Chairmen of the respective Port Trusts are the Chairmen of the co-ordination committees and the representatives of the concerned departments and concerned interests are there. The allocation of this cargo is on the basis that at least 30 sailings will be effected from the port of Calcutta. Out of these 30 sailings 6 have been earmarked or allotted to Madras port. The total tonnage of these six is 33,500. Cuddalore 2 ships, Tuticorin 5 ships, Cochin 6 ships, Bombay 5 ships, Bhavnagar 2 ships, Porbunder 2 ships, Okha 1 ship, and Jamnagar or Sikka 1 ship, making a total of 167,000 tons of coal per month or a total of 2 million tons per annum.

17 hrs.

The Indian Coastal Conference have agreed to place the necessary number of ships—I will not say 'necessary' but at least 42 ships to begin with,—which appears to be sufficient for the present. It is proposed that at least 1000 tons per day would be loaded per ship. 750. to 1000 tons is the figure for unloading. It has been decided that the entire scheme would come into force from 1st May. Some rationalisation of the freight structure might also be necessary in this background.

So far as other points about shipping are concerned, the only point which may be of interest to hon. Members generally is in regard to the sailing vessels. Shri Manabendra Shah said that only Rs. 15 lakhs were provided in the Second Plan and we did not succeed in finalising the rules with the result that this could not be utilised. To a certain extent, that is right. But the House is aware that the Indian Merchant Shipping Act came into force only in 1958 and for the first time our vessels had to be registered. No mortgage for securing the loans to be advanced could be effected without registration of such vessels. A registry of Indian ships had to be opened. All that took time. The rules have now been finalised and they have come into force. We have already received certain applications. I am sure whatever backlog of developmental assistance would be there would be overcome now. In this matter, I can assure the House that a sum of Rs. 1 crore would be made available for grant of loans for new construction and mechanisation of existing sailing vessels out of Rs. 55 crores provided for shipping in the third Plan.

In regard to other matters about sailing vessels I may add that a naval architect has been appointed who is drawing up the specification for the new type of sailing vessels, which have got to be manufactured. We have also opened four training centres for seamen at Bhavnagar, Kakinada, Tuticorin and Karwar. For the first time, in a systematic manner, we are trying to organise the sailing vessel industry, which is an important industry, which employs a large number of seamen with magnificent

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traditions in sea-faring. It is very important that we should give as best an attention to them as we can possibly do.

In the same connection, I would take the question of Hindustan Shipyard Limited. Some reference was made to it. I can only say that the anxiety expressed by certain members about lack of orders would be alleviated if I just mentioned what the orders are at the moment with the Shipyard. We have already got an order of one tanker from the Navy and one from the Scindias. The Shipping Corporation have decided to place orders for six ships on the Yard and have authorised the Managing Director to enter into negotiations with the Hindustan Shipyard for this purpose. Apart from this, we have assurances from the Scindias for 2 more orders and from the India Steamship Company for one more order. I hope this commitment on the part of these two private companies will be fulfilled.

Apart from that, as a rule we have laid down for our shipping companies, because we give them foreign exchange and other assistance, that they have to place orders for a specified number of ships necessarily with the Hindustan Shipyard, in case they want our permission to go in for constructions abroad as well. Some percentage or some proportion was necessary to be decided about that. I think so far as shipping is concerned I have said enough and for want of time I will not enter into other matters.

Now I will come to the question about which my hon. friend, Shri Masani, of course, in his usual eloquence, had something very hard to tell us. He said that the Government's policy has rather been one of indifference and discrimination so far as road transport is concerned. He said that we had not allotted sufficient funds for road and for road transport. That may be true to some extent that our expectations have not been fulfilled. But again I will plead with him and with the House that in this matter we have got to take—not in the sense in which my hon. friend Shri Manabendra Shah used the word "pragmatic", because "pragmatic" means only business like —a pragmatic approach and we have to decide between ourselves as to which item we should give priority. Shall we give first priority to food, agriculture, irrigation, power, steel and all the other important items simultaneously? After all these items comes the question of education, what shall be our attitude about it? Then there are social services, development of and asistance to backward areas and backward classes, community development and all those things. I would put this question honestly to any hon. Member of this, which particular thing or item he would like to cut down in order to augment, increase or enhance the allotment for roads and road transport. If we answer that question frankly, perhaps all the criticisms that have been levelled against us that we have not been quite forceful or that we have been rather complacent—the usual arguments and expressions—will all go. If by force they mean physical force, I would not be found deficient or wanting. But that is not the thing required.

It is a question of availability of resources in the country. Shri Masani always succeeds in making a very good impression during his speech by the fine array of statistics and figures and quotations that he manages to cull out and present. Of course, these figures are heartening and enlightening. His speeches are quite scientillating. I always like to hear his speeches.

Mr. Deputy-Speaker: Is the hon. Minister trying to disarm his opponent only by humility?

Shri Raj Bahadur: No Sir. Our country has got only 1/3 of a mile of

road per square mile. So far as our population is concerned, we can say that our roads are less than one mile per 1000 of population. We can also say that in the matter of vehicles we are so deficient that we have got only 4,50,000 to 5,00,000 vehicles as against 70 to 80 million in the United States. We have got only perhaps less than one vehicle per thousand of population whereas Spain has 8, Ceylon 9, U.K. 100 and USA 400. All these are very very impressive things to say. I do not deny for a moment that they are not there. I do not say that they should not quote or mention the figures of USA which is a country bigger than ours in areas, but to compare a country like Spain, Ceylon or Malaya would not be quite correct. Apart from that, we cannot forget that we have been heirs to a particular set up. All this want, all these deficiencies, all this backlog of development have come down to us as though we have inherited them. We must also realise that in the course of the last so many years we have tried to fight hard against this backlog and to do whatever has been possible.

In this connection, Sir, let me quote one or two figures for my own edification and also for the information of the House. Targets have been quoted over and over again. So far as roads are concerned, our Nagpur Plan was for 123 lakh miles of surfaced roads and 2.08 lakh miles of unsurfaced roads, i.e. 3.31 lakh miles. As against it, today we have 1.44 lakh miles of surfaced road and 2.54 lakh miles of unsurfaced road, which means we have exceeded the target of 3.31 lakh miles and have gone up to 3.98 lakh miles. Now, if we have done that two years before the twenty-year period has expired, that is not a bad performance.

Shri Radhelal Vyas: But certain portions of the country are lagging far behind, for instance, Madhya Pradesh. I was not referring to all India figures.

Shri Raj Bahadur: What I have stated here is about the figures that we have achieved on average and if particular areas have rather been unlucky, that is not entirely the fault of the Centre. My hon. friend, Shri Radhelal Vyas, if he asks me to take up the responsibility of buliding State roads in Madhya Pradesh, that will be a very dangerous thing. If I were to do that, the entire Constitution has got to be scrapped.

Shri Radhelal Vyas: I am speaking about the national highways.

Shri Raj Bahadur: We have given to Madhya Pradesh its share. Out of the three new national highways which we could add last year, we have given one to Madhya Pradesh.

An Hon. Member: What about Punjab?

Shri Raj Bahadur: So far as deficiencies on the national highways and the amount required to be spent on them are concerned, my hon. friend, Shri Masani, quoted the President of the Indian Roads Congress, who is the Joint Secretary in the Roads Wing. All the quotations of facts and figures were perfectly all right and made in excellent spirit, and I think we must congratulate him, because he simply told the country, the engineers of the country and the government of this country as to what the conditions are.

After all, these 150 rivers have remained unbridged for generations and centuries. We did not have all these highways. We tried to create them. We can frankly say what the bridges that we have constructed are. But we shall not be able to take any new bridge in the Third Plan period. Today, this morning, a calling attention notice was there about a bridge near Broach. We cannot construct that bridge because it requires Rs. 2 crores and we have our hands full. Even so, we hope in the Third Plan period all the missing links in the national highways will be eliminated.

So far as the particular question raised by Shri Radhelal Vyas is concerned, namely, the Gwalior-Jhansi

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section, I can only tell him that particular question has to be viewed from the point of view of Agra-Bombay national highway, national highway No. 3, and it passes through Agra-Gwalior-Shivpuri. Beyond that is the other national highway, Shivpuri-Jhansi, Sagar-Nagpur road. Now, the Jhansi-Gwalior sector of the road is a State highway. I do not think that finance is available now to include it and we shall not be able to take it up. I do not think it is possible for us to take it up. But let me assure him that whenever funds are available, such missing links that can be provided for will be duly considered.

Shri Radhelal Vyas: Money can be diverted from some other minor items.

Shri Raj Bahadur: I think that is hardly possible at this stage.

So far as road allocation for Third Plan is concerned, if I may say so, things are not as bad as they were initially, to use the expression of my hon. friend, Shri Masani. In the First Plan, we had allocated Rs. 131.34 crores. In the Second Plan the allocation was Rs. 220 crores plus the amount available in the Central Road Fund. In the Third Plan, we are going to have an allocation of Rs. 300 crores,—Rs. 47·5 crores for national highways, Rs. 30 crores for the aided schemes, inter-State roads and roads of economic importance, to which a reference was made by Shri Manabendra Shah, Rs. 27.68 crores for Union Territories and Sikkim and Rs. 195 crores for the State sector. Now, I do not know what figure of percentage these will come to, so far as percentage are concerned.

Apart from these, there is the question of border roads. Yesterday, my hon. friend, Shri Manabendra Shah was rather worried about the fact that we are not giving him sufficient information. He was also worried about the fact that in the Border Roads Development Board the Ministry of Transport and Communication is not properly represented. He wanted the Transport Minister to be the Vice-President of the Board instead of the Defence Minister. He was asking: why we should not take the country and the House into confidence and say what roads we are going to have and what are the alignments, where they will pass and all that. I would only put one question to him. He lives much nearer the border than I do. My house is about 500 miles or more from the border. His is much nearer. Can he for a moment tell us what is the alignment of the roads on the other side of the border near which he is living, or for that matter, of border roads anywhere in any country of the world? I do not think that that is known to anyone of us or that that is generally known even to the people of the country. This is a matter on which I think I should stop here. I should not go further. It is enought if I say that the hon. Defence Minister is there because much of the construction work has to be supervised by him. It would be rather unfair on his part to say that we have been weak or complacent. The Minister of Transport is not there because the Ministry of Transport is already represented on the Board, because some assistance might have to be taken from the State Governments and the State Secretariats in matter of equipment, personnel and other things. For that the Minister need not be there. The Secretary is sufficient. That is what it comes to. I hope that my hon. friend will be satisfied by the observations that I have made.

So far as the question of vehicles is concerned, I would tell my hon. friend, Shri Masani, that the following figures might perhaps be a little interesting. In 1950-51 the number of

buses was 34,411 and the number of trucks was 81,888 making a total of 116,299. In 1955-56 this number went up to 165,558—an increase of 49,329. In 1960-61 this figure is going to go up to 244,673—an increase of 78,115. The percentages can be be calculated. They are not bad. The Third Plan targets will take us from a total of 516,507 for all motor vehicles in 1960-61 to 800,000 vehicles in 1965-66 Against an increase of about 60 per cent from 1955-56 to 1960-61, there will be an increase of 100 per cent in the number of vehicles. As against an increase of 147,765 between 1955-56 and 1960-61 it will be 300,000. So it can be judged so far as the question of increase in the number of vehicles is concerned. So far as the expansion of the automobile industry is concerned, we have accepted the recommendations of the *Ad Hoc* Committee on automobile industry generally and it may be said that whatever could be done keeping in view the foreign exchange position in the country is being done.

Road transport depends for its expansion on the number of motor vehicles and on the development road system. My hon. friend would agree with me about that. Let us recognise that it depends more on vehicles in our country than on roads because it has to be admitted that in our country the mileage of roads, whatever it is, keeping in view the number of vehicles is not fully utilised except in industrial or urban centres and urban approaches. We do not see much signs of congestion. What is the cause? The cause is that we have not got the sufficient number of vehicles. The automobile industry is now pulling up. If we want to increase road transport, we have to increase or expand the production of the automible industry. There is the key to the promotion or development of the road transport industry. Let me know a single instance where a single truck, whatever be the difficulties in getting permits etc., is lying idle or is waiting for some custom to be provided to it. There is not a single instance.

Sardar Iqbal Singh (Ferozepur): It is due to the operators because they are hardworking.

Shri Raj Bahadur: That gives the answer to the other objection which my hon. friend raised which was about taxation. I am quite aware that the road transport industry is really contributing so fars as the State and Central exchequers are concerned considerably. During the course of the Second Plan period it has been estimated that as much as Rs. 600 crores have been contributed by the road transport industry to the State and Central exchequers. It is estimated that during the Third Plan period it might be go to Rs. 900 crores or Rs. 1,000 crores. We have been contributing at the rate of Rs. 120 crores per annum to the exchequers of the Centre and the States put together by way of taxes and other things. We also know that one truck or one bus has got to pay almost about one-fourth or a little less than that of its whole price in taxes. It may be Rs. 6,000 per truck—that is there. Despite all this, despite all the levies, what is the position? The position is that transport vehicles are in demand; transport permits are in demand; finance, for purchase of transport vehicles are also in demand, so much in demand that they carry perhaps, the highest rate of interest in the country, that no other industry could pay. In some cases private loans carry as much as 20 per cent, 30 per cent or even 40 per cent. So, with finance being so much in demand for this industry, with no vehicles lying idle, you cannot say that Government has been overlooking the interests of road transport.

The question that arises is: how much can our roads hold, so far as the pressure of traffic is concerned, for expanding the road transport industry at a quicker pace. Could we just take the number of vehicles from 800,000 to 16,00,000 for the Third Plan?

Shri Goray: That means they are prospering in spite of you.

Shri Raj Bahadur: May be. You may say that. But let us also realise that road transport industry is a young industry. If I may say so, compared to railways or the bullock cart, motor transport is very very young. It might well be called an 'upstart' An upstart's lot we know. An upstart will be viewed with suspicion. It has got to prove its merit. Nobody can deny its future. In times to come greater emphasis will have to be put on read transport and I quite agree that quite a substantial quantity of coal also can be moved by road. Perhaps, in the scheme that we have got now for the movement of coal this will have to be done. So far as ports of discharge are concerned, larger quantities of coal will have to be moved by road transport in any case. Are our roads prepared for it?

Then there is the question of cost per ton mile of road transport. That cost per ton mile can be reduced only if the road surfaces are improved, and weak culverts and bridges strengthened so that they can bear the pressure of heavier trucks. I quite agree with my hon. friend Mr. Masani that we should allow larger and heavier trucks Then we should have wider roads, with better road surfaces and stronger bridges and culverts. We are thus moving in a circle. If you want this you have to provide for that. If you provide for that you have to take it from somewhere.

Shri M. R. Masani (Ranchi-East): May I put a question? The problem I put before the Minister yesterday was this. When the Railway Board can get crores of rupees for putting up new lines at a cost of Rs. 10 lakhs per mile, why is the Transport Ministry not able to get money from the Planning Commission for laying broad roads at one-third or one-fourth the cost to render greater service to the country?

Shri Raj Bahadur: The railways have to do their allotted task. Their task is carry bulk commodities and long distance passengers. I am sure, even if Mr. Masani was put—I do not know whether it is possible—in charge, he will not scrap the railways. He will be the first person to protect their interests.

Shri M. R. Masani: I would not build any more lines.

Shri Raj Bahadur: I think the lines that are being laid are far behind the demand of all the Members of the House put together. Members themselves make so many demands. Every Member wants one line or another. Even I want a Railway line in my place.

An Hon. Member: The number of Members from his party is very few.

Sardar Iqbal Singh: The hon. Minister just now said that our roads and bridges are not ready to take more traffic. I would ask one question. In the last ten years has any bridge been broken or any damage done to it due to overloading of any truck? Or is it an argument put forward by corrupt officers who do not want that the road transport should be encouraged?

Shri Raj Bahadur: I will take the hon. Member at his word. Is it not a fact that despite all the restrictions, a truck is loaded as much as the operator desires and he is getting away with it? How is the corrupt official concerned with this? If there be one, he would be interested in more roads coming up. He will be more interested in more works being undertaken, according to the hon. Member's philosophy. I do not, however, subscribe to that philosophy.

Shri D. C. Sharma: Which philosophy do you subscribe to?

Shri Raj Bahadur: The hon. Member Mr. Sharma's philosophy, if there is one.

Now, there is one question that was put by Shri Masani, and that was about his own committee, the committee named after him, the *ad hoc* Committee on Transport Reorganisa-

tion. We have expressed our gratefulness to him for all the work that he did on that committee, and we are not at all unmindful of the hard work that he and his colleagues have put in there and the valuable recommendations that they have made. We have done all that could be done with as much speed as was possible. No sooner his report came and was printed, we put it before the Transport Development Council. Their advice was that it should be sent to the State Governments for their views and comments. That was done. After that, it was put to the State Transport Commissioners/Controllers Conference. After that it was placed before the Central Road and Inland Water Transport Advisory Committee. They made their recommendations. Then the Transport Development Council considered it and came to certain conclusions. All the recommendations were accepted with slight modifications, except two. One was perhaps about liberalisation of permits. That was because the Neogy Committee was coming into being. The other one I do not recollect at the moment, but there were only two small questions. But on all major things, whatever we could do was done, and I will only, in brief, refer to what has been done so far as the Central Government is concerned. So far as the State Governments are concerned, my hon. friend knows the position very well.

The most important demand was in respect of consolidation of taxes, and the other was that double-point taxation be eliminated in favour of the single-point taxation. And on both I am happy to say that we have achieved a considerable measure of success. The principle of consolidation of taxes has been recognised. It has been approved and recommended by the Transport Development Council. All State Governments are agreeing to it. They will take some time to pass through the necessary legislation.

Shri Khadilkar (Ahmednagar) rose—

Shri Raj Bahadur: Sir, I am in the hands of the House. I am prepared to answer any questions that Shri Khadilkar may put to me. But let me not be asked to sit down after that because I have so many things to say.

I would only, in brief, refer to what has been done.

Shri D. C. Sharma (Gurdaspur): I would request . . .

Mr. Deputy-Speaker: No questions now. All questions might be reserved for the hon. Minister of Transport and Communications to answer tomorrow.

Shri D. C. Sharma: Yesterday the hon. Minister said to a Member that he would discuss the problem with him. Now the impression has gone round that the Minister was not able to reply to him.

Shri Raj Bahadur: No, I am prepared.

Shri Khadilkar: The hon. Minister replied to Shri Masani's points. What happens to the inter-State transport licences, because that is another bottleneck? The hon. Minister has not referred to that.

Shri Raj Bahadur: As I said, at present the arrangement is that the State concerned come to some settlement, and I can say that the Inter-State Transport Commission has also been functioning quite effectively in this matter. Wherever there was no agreement they have tried to bring about an agreement; and in many cases disputes have been settled regarding the number of permits to be issued by either State this side or that side, and endorsements and all that, and good progress has been made. But the main question is how could expansion of the road transport industry or of roads be affected. So far as the number of permits without any restriction is concerned, that is a question which has to be answered by the Neogy Committee in its final report.

On that I will again come back to the Masani Committee report and

[Shri Raj Bahadur]

refer to the more important things. He said that a larger allocation of foreign exchange should be made to ensure an adequate supply of vehicles. That has been done, and it is reflected in the figures which have been fixed for the target for the Third Plan. The other thing was that the Transport Wing in the Union Ministry of Transport and Communications should be strengthened. We have a Joint Secretary, and in keeping with the demand or partially with the demand that Road and Transport should be under the same officer, the Joint Secretary (Roads Wing), who is also the Chief Consulting Engineer (Roads Wing), is in charge of the Transport Section. He is assisted by a Deputy Secretary and two Under Secretaries. In that way we have tried to implement it.

The next recommendation was about the Reserve Bank issuing directives to the State Bank and Scheduled banks to advance money on a hire purchase basis. In this matter the Transport Development Council advised the State Governments to set up Transport Finance Corporations. We are now trying to prepare the necessary scheme for that on the lines of one which the Andhra State Government has already tried to evolve. Then, comes the questio of development rebate. This was not possible. Development rebate is not on items that are produced; it is on the plant or on the machinery or the industry as such which produces the things. Development rebate can perhaps be allowed to the textile mills, but it cannot be given on commercial vehicles or motor cars.

Shri M. R. Masani: What about ships?

Shri Raj Bahadur: There is development rebate on ships also.

Shri M. R. Masani: Then why not pass it on to trucks also?

Shri Raj Bahadur: Then, I come to moratorium on nationalisation. So far as the moratorium on nationalisation of goods transport is concerned, it is already there up to the end of the Third Plan, but further consideration will have to be stayed until the Neogy Committee submits its final report.

Shri Braj Raj Singh: If Shri M. R. Masani comes into power by then, he will make it permanent.

Mr. Deputy-Speaker: Order, order, If the hon. Minister continues to look at me, there would be less of interruptions.

Shri Raj Bahadur: All right.

I would not like to say much about the Neogy Committee's interim report. It is not for me to make any comments on the interim report, because I hope that the House will offer its comments, and the concerned people and the people in the industry will also make their comments. I can only say that the task assigned to the Neogy Committee was an extremely difficult one, a task which has not yet been solved, I think, in any other country in a satisfactory manner, namely to lay down the exact proportions or the ratios in which each from of transport, rail, road and shipping will have to be developed, and how much should be invested on roads, how much on railways and how much on shipping. So, that is not an easy thing. They have got to formulate the principles on which a national transport policy has to be evolved. Naturally, therefore, they have only come forward with this sort of questionnaire; even if it is a questionnaire and we may not call it an interim report, still, they have not gone out of the way. Let us see what they have got to say finally and what answer they have got to give to the main question about what we shall do to meet the requirements of the growing economy of our country and what role each from of transport shall play in that particular context. I hope that when the time comes, they will give a proper answer to these questions.

In passing I shall refer to the point made by Shri T. B. Vittal Rao. He said that Nagpur and Hyderabad

should be connected by a national highway. I am happy to inform him that they are already so connected. National Highway No. 7 already connects Nagpur with Hyderabad *via* Adilabad, Nirmal, Nizamabad and Karmareddy. Perhaps, he has got some other towns in view.

Shri T. B. Vittal Rao: That is a longer route.

Shri Raj Bahadur: My information is that it is a shorter route.

Shri Narasimhan: The longer the route, the better the connection.

Shri Raj Bahadur: After all, a national highway is a national highway, and one of the principles is that it must be as straight and as short, as possible.

A point was made by Pandit D. N. Tiwari about the bridge across the Ganga in Bihar. It was under consideration for four years from 1954 to 1958. No less a person than Shri M. Visveshwaraiya was called upon to express his opinion. He studied and recommended Mokameh. The reason was this. As the hon. Member should know very well, opposite Patna on the north bank comes the Gandak, which joints the Ganga. A little away nearby is also the Gandaki. Then, the Sone river also joints a little south of it. The Patna city is lying in a low level area. The danger was that the embankments that are at present protecting it might all be faced with a calamitous situation, inasmuch as the construction of the new bridge might divert or deflect the course of the rivers, and if the rivers with all their fury come and rush against Patna, and there is any danger because of that, I am sure my hon. friend will be the last person to make any such suggestion about it.

Pandit D. N. Tiwari: May I ask just one question?

Mr. Deputy-Speaker: All those questions may be addressed to the hon. Minister of Transport and Communications when he speaks. Let there not be any questions now.

Shri Raj Bahadur: Then, I think there was some confusion, if I might say so, about the real state of affairs, so far as the provision for inter-State roads in the current year's budget proposals is concerned. I would point out that the provision is already there, and it will be found at page 397 of the Ministry of Finance Demands for Grants. On account of the new practice that we have followed, individual Ministries are not required to show it against their heads, but a consolidated demand under the Ministry of Finance for all grants to States is included, and so also the Demand in respect of the State roads of economic or inter-State importance for the current year.

About the West Coast roads, we have been going apace. I can say that much progress has been achieved. We have already sanctioned and spent, I think, about Rs. 402 lakhs, and the total sanctions for the three States concerned come to Rs. 616 lakhs. As far as the bridges are concerned, out of the 13 bridges in Mysore State, 4 have been completed, 8 are in progress, and only one remains to be sanctioned. In Kerala, 8 bridges are there; 5 have been completed and 3 remain to be sanctioned. As regards the point about a bridge over the Ganga and Ramganga, to which reference was made by my hon. friend, Shri Mulchand Dube, I may say that as both these projects would come within the sphere of State roads, it is the primary responsibility of the State Government to do something about them. We would be glad to help so far as we can as regards funds or allocation in connection with inter-State roads and roads of economic importance.

Now, I think I may come to.....

Mr. Deputy-Speaker: Conclusion.

Shri Raj Bahadur: No Sir. I have to say something about tourism and about water transport.

Shri M. B. Thakore: What about development of ports.

Shri A. M. Tariq: There has been no speech on tourism.

Shri Raj Bahadur: As regards development of ports, I will only say that just as in the First Plan the highlights were the Kandla and Bombay Marine Oil Terminal project, in the Third Plan—or the Second and Third Plan put together—we will have the Haldia auxiliary port and the Bombay modernisation scheme.

So far as the main question of Hooghiy and the port of Calcutta is concerned, this subsidiary port will help its traffic. Apart from that the fleet of dredgers at the port of Calcutta has been strengthened. We have added a second-hand dredger *Matina*, and also a new one, *Churni*, which would soon be active. This will also answer the question put by my hon. friend, Shri S. C. Samanta, namely, that the dredgers that we acquire should be such that the spoil is thrown not in the river or channel but on the bank or on safer places. It has been provided in this particular dredger *Churni* that the spoil that will be dredged will be thrown that way. Then the dredger *Ganga* is also being renovated. We have also directed our attention to the need for having two estuarian dredges for the estuarian bars below the Balari bar.

River training works are going on well. Akra was completed in 1955. Fulta point scheme is expected to be completed in 1962. The construction of spurs to train Balari Bar along Diamonds Sands is also there.

As regards the question of the Farraka Barrage, I need hardly repeat what my hon. colleague, Shri Hathi, has said. So far as we in the Ministry of Transport are concerned, we know that this Farraka Barrage is an absolute necessity for the port and city of Calcutta. To avoid it or to delay it would spell disaster, so far as that port is concerned.

Shri Narasimhan: What about Tuticorin?

Shri Raj Bahadur: As regards Tuticorin and Mangalore, I think they are so important that a Minister of State should not make any announcement about them. So I will leave it for my senior colleague to make that announcement.

Shri Subiman Ghose were rather pungent—if I may use that expression—in his observations concerning the tragedy that took place. I can quite appreciate the feelings of the relatives of the victims. I am entirely in sympathy with them. We cannot bring back those lives which have been lost. That is evident. But we shall leave nothing undone so far as the inquiry is concerned and so far as the compensation part of it is concerned. We have already arranged to disburse the balance of the wages etc. and to return the things and personal effects to the relatives of the missing officers and crew and have also arranged to make payment of compensation for three officers. The relatives of the three officers have been paid compensation according to the terms of their service—contract, plus additional 50 per cent. Eight seamen—4 Indians and 4 others—have been given full entitlement plus another 100 per cent. *ex gratia*. The two cadets have been treated as junior officers and payment of a lump sum compensation has been made to them.

So far as this matter is concerned, all the questions that arise in one's mind, all that arises in Shri Subiman Ghose's mind may or may not be relevant. I cannot say. But it is necessary under section 359 of the Indian Merchant Shipping Act that a preliminary inquiry should be held first. After that, a formal inquiry under section 360 is ordered. So we have got to wait for that. The necessary procedures or processes have got to be followed. It may be mentioned in this connection that an officer who is an important witness in

the whole matter is ill. Therefore, on account of that, there has been some delay in the preliminary enquiry.

Now, I will come tourism. This is a subject which, I think, is the first love of my hon. friend Shri Tariq. I would have been glad if I had his views on this subject. I was really waiting for his nice comments on the subject—but I am sorry.....

Mr. Deputy-Speaker: There are two or three Members who want to speak on tourism. Is it possible that the Minister could reply to that after they have spoken?

Shri Raj Bahadur: This point has to be replied by me. Sometime ago, it was observed that.....

Shri A. M. Tariq: There has been no reference at all to this. I have not yet spoken. So, there is no question of the point being replied to.

Shri Raj Bahadur: I am intervening in the debate and I must say what has been done or what has not been done in regard to this matter. I will say a few things about what we are trying to do about it. We know that the main handicap with us in one of hotel accommodation. For that purpose, we have taken certain steps which have been mentioned from time to time and which I need not repeat. The Industrial Finance Corporation Act has been amended, and it is proposed to amend the State Finance Corporation Act shortly. A new tax holiday for five years for new ventures in the hotel industry has been secured from the Ministry of Finance and a provision about it has been included in the Finance Bill. Apart from that, we are giving the necessary help for the import of equipment and provision of land, etc.

There is an important thing which has been pending and which has been recommended to us by the Hotel Standards and Rate Structure Committee, and that is the need for classification. We have given sufficient time to the hotels, and it has been decided to set up a Hotel Classification Committee by the middle of this year.

Then there was a very difficult point in regard to liquor permits for our foreign visitors and tourists. They had to go from pillar to post when they came to India for permits. After a good deal of effort, I am glad to say that all the States have now concurred in the introduction of the system of all-India liquor permit for foreign tourists. These permits which will be valid for the duration of the visa of the foreign tourists, will be issued by the Indian Missions abroad before the tourist actually embarks on his journey. It is expected that this uniform procedure will eliminate delays and inconvenience caused to tourists and will avoid the possibility of any embarrassing situations due to inadvertent violations of local laws. Under this scheme, it is envisaged that there will be a single permit which will be uniform in its scope, content and period of validity. The Government of India tourist offices situated at the four major ports have also been empowered or authorised to issue liquor permits in case the liquor permits are not brought by the foreign tourists. This has been possible only because of the willing co-operation of the various State Governments, and I take this opportunity to thank them for the co-operation they have extended to us.

There is another important thing to which I would like to invite the attention of the House, and that is, on the 24th of this month, there begins an important seminar, under the auspices of the ECAFE. It would be on tourism. This is going to be a red letter day in the history of the tourist industry in this country ,and the Prime Minister himself has been kind enough to agree to inaugurate the seminar on that occasion. Delegates and representatives from the United States, United Kingdom, Japan and other countries are expected to come.

[Shri Raj Bahadur]

We have made proper arrangements—rather the proper arrangements are nearing completion—for winter sports at Gulmarg. In regard to publicity, we have taken some new steps both in regard to the extent and content of publicity. So far as the extent is concerned, instead of directing all our publicity to the west European countries, the United States, Australia and New Zealand, we are now directing it also to countries such as Thailand, Malaya, East Africa, UAR, Japan and other places. Secondly, we are now giving a new slant to our publicity in so far as we are now stressing not only the fabulous and exotic aspects of India but also the fact that India offers an inexpensive and a comfortable stay. That is an aspect which is of importance.

About the number of tourists that visited our country, I might say that the total number during the calendar year 1960 worked out to as many as 1,23,095. This number excludes the nationals of Pakistan. This figure may be viewed against the number of visitors that we had in 1959, which was 1,09,464. The increase is 12·5 per cent.

The tourist earnings or the foreign exchange earnings from tourism have risen from Rs. 19·11 crores in 1959 to Rs. 21 crores. So far as the progress of work regarding tourism is concerned, I would say that rest houses and canteens at about a dozen places are nearing completion. They are expected to be put into use by the middle of this year.

Dr. Samantsinhar (Bhubaneshwar): What about guides?

Shri Raj Bahadur: We are trying to train them.

Work on the building of rest houses and canteens at 4 other places is in progress and is expected to be completed by the end of the current financial year. Low income group rest houses at 18 places and log cabins at 8 places are also ready. Work on 7 more cabins is nearing completion. In addition to the 12 tourist offices directly run by the Central Government, 50 tourist bureaus are run by State Governments at present.

About allocation of funds for the third Plan, I am happy to say that against the tentative allocation of Rs. 5 crores included in the draft outline, under tourism, it has been increased to Rs. 7·25 crores, which is a good increase.

So far as the forecast for the future is concerned, we may look forward to a larger number of tourists next year, which may go up to 140,000. I think we have taken a good step forward in this direction.

About inland water, it was said that we should connect the Cauvery and Ganga. This is a dream which has to be realised some day, maybe perhaps in our generation; that is an ideal. I think it will take some time. So far as the question of Buckingham Canal is concerned, a point was raised that as against an allotment of Rs. 115 lakhs, only Rs. 10 lakhs remained after appraisal and that even was not spent. The blame does not lie at the door of the Central Government. The State Government also find it a difficult problem because so far as the Buckingham Canal is concerned. The road and rail lines run parallel to it and therefore, they are not perhaps finding it profitable. Even so, we are taking steps to encourage them.

Another point about Mangalore and Kakinada was raised by my hon. friend, Shri Thirumala Rao. I do not know anything specific about it. I will have that matter looked into.

I know I have taken more time. I am thankful to you, Sir, for giving me so much time.

Pandit D. N. Tiwari: A wrong impression has been created by the statement of the hon. Minister. The

Visveswarayya Committee recommended Mokameh as the place for building a railway bridge. I was requesting the Minister for a road bridge near Patna. He said, Patna will be wiped off by the floods. That is a wrong statetment. The question was put to the engineers and they said that an over-bridge could be built there.

Mr. Deputy-Speaker: I want the guidance of the House. There are at least two dozens of Congress Members who are very anxious to speak. Rather I had given a few of them to understand that because they had not spoken earlier, they would be accommodated. I find myself helpless. How long would the House like to sit? I want to give time to one Member from the Opposition to speak. They have their own time. As the hon. Speaker said, if the Ministers take more time, certainly it has to be deducted from the Congress quota and not from the opposition. If the hon. Members are prepared to sit, certainly I will give them time. What I desire is, at the end we have to ask the hon. Minister to begin, so that he can continue tomorrow. That is the only limit. Otherwise, hon. Members can sit as long as they desire to speak and I will be here.

Shri Muhammed Elias (Howrah): The hon. Minister dealing with ports and docks has not answered a single point regarding the conditions of the workers in those places, except for a few words he said regarding the seamen. I wish to deal with some problems of the workers of ports and docks and shipping.

The first Pay Commission award has not yet been implemented in the docks and ports in our country. To enquire into this report, one committee—the Chowdhury Committee—was appointed. That committee gave a report, but that is being examined by the Jeejheebhoy Committee. That committee has not yet submitted its report till now. By this time, the second Pay Commission award has come. Yesterday, while Shri Vittal Rao was speaking about P. & T. workers, the Minister asked why the P. & T. workers went on strike since the problems were being discussed across the table. I want to know from the hon. Minister as to how long these poor workers will go on discussing matters across the table. If the fundamental issues are not settled across the table, there will be no alternative left for the workers except to go on strike. That is why the P. & T. workers had to go on strike, because their problems were not settled across the table. A similar thing is happening in the ports and docks. There is a certain limit to the patience of the ports and dock workers. How long will they wait for the implementation of the recommendations of the First Pay Commission, the Choudhury Committee the Jeejeebhoy Committee and the Second Pay Commission. I would urge upon the Government to see that this is done and try to mitigate the demands of the ports and docks workers.

Just now my hon. friend Shri Goray asked why Calcutta port having more and more money cannot handle more cargo than the Bombay Port. A reply to that was given by Shri Samanta, that due to silting in the Hooghly river cargo ships cannot enter the Calcutta Port. That is a reason that has been universally accepted. Everybody accepts that reason. But why has the daily output decreased? From 1958 onwards the daily output with regard to the handling of cargo has decreased. It is due to bad administration in the Calcutta Port. That is also an accepted fact, because the problems which the workers there are faced with are very very serious. In Bombay Port the incentive bonus system has been introduced. In Calcutta that scheme has not introduced. That is a very major demand and that is not being discussed by the Chairman with the workers. They have no way of discussing that demand. There is no scope for conciliation or adjudication. Issues relating to a

[Shri Muhammed Elias]

single dismissal or suspension are sent to tribunals by the Bombay Port authorities, but we find that in the Calcutta Port the port authorities do not discuss such problems with the workers. That is why I say that some way should be found so that the problems of the workers in the Calcutta Port could be discussed and settled through negotiation.

If that is not done, Sir, the situation will not improve. Last year there were a number of strikes in the Calcutta Port due to this. We find that in the report it has been mentioned that only baggars and stitchers went on strike for 13 days. Not only the baggars and stitchers but chippers and painters also went on strike for 53 days. Those demands have already been accepted by the Bombay Port authorities, but those have not been accepted by the Calcutta Port authorities. Therefore, my request to the hon. Minister is that he should look into the grievances of these workers. If there is discontent among the workers the handling of cargo will not be improved and the Government shall be going on blaming the poor workers who are suffering because their demands are not agreed to.

Due to lack of time I will not deal with the shipping industry. But the problem is very serious. There are 60,000 workers, Indian seamen who are engaged in the shipping industry in our country as well as in foreign countries for many years. The situation has become very serious because the foreign shipowners are shifting their recruiting centre from Calcutta to Pakistan, Malaya and South Africa. When I put a question the Minister in reply said that due to growing economic demand of the Indian seamen the shipowners were shifting their recruiting centre from India to Pakistan and other countries. The Indian seamen are not demanding anything more than those approved by the Seatole Conference of the I.L.O. They do not get over-time allowance, good food, holiday leave or anything of that nature. That is the minimum demand of the Indian seamen.

The reason for the foreign shipowners shifting their recruiting centre from Calcutta to other countries is the lawlessness prevailing in the Calcutta recruiting centre. The foreign ship-owners are disgusted with it and that is why they have shifted their recruiting centre to other countries. Time and again, we have brought to the notice of the Minister that this hooliganism must be stopped. During the "sign on" and "sign off", when the payments are made to the seamen, the hooligans, with the help of the officials and police, come and take away forcibly lots of money from the seamen. They say they belong to a union. But we know very well that these hooligans do not belong to any union, although they call themselves as belonging to the Indian National Seamen's Union. No such union has been registered under the Indian Trade Unions Act. That is why I say that this lawlessness must be stopped, so that the foreign shipowners can recruit their seamen from India.

Mr. Deputy-Speaker: According to the hon. Member, the union is there. The only thing is that it is not registered.

Shri Muhammed Elias: Though those people say that they belong to some union, they are actually hooligans. Anybody who goes there any time can find out what things are going on there.

These Indian seamen, who bring Rs. 10 crores of foreign exchange, are going to be deprived of their employment now. A seaman has to wait from 3, 4 to 10 months to get his next turn. They are not getting proper employment. Many people say that the Indian educated youth do not want to work hard. But here we

find highly educated Indian youth are engaged for all kinds of arduous work. They give their life for their work. As my hon. friend, Shri Subiman Ghose has pointed out that many valuable Indian lives were lost in the Atlantic Ocean just because the seamen wanted to save the ship 'Indian Navigator'. So, I would request the hon. Minister to devise some ways and means to remedy this situation. At the same time, the foreign ship-owners must be warned that if they do not recruit their seamen from India, they will not be allowed to carry cargo from Indian ports to foreign ports or *vice versa*, because it is the Indian seamen who have built up this wonderful industry throughout the world with their blood and life. Also, some sort of fund should be created by collecting money from the ship-owners and the Government from which unemployment relief can be given to the seamen when not employed.

Then I come to civil aviation. Though there are many points which I would like to refer to, for want of time I shall refrain from doing so. I will first take up the nationalisation of private-owned airways. The Katju Committee enquired into the allegations made against the private-owned airlines and many of those allegations have been proved. They even engage themselves in anti-national activities. But Government have not taken any step to nationalise these private-owned airways, although the policy of the Government is to nationalise all the airlines.

Coming to tourism, I am very happy that the hon. Minister just now stated that they are taking concrete steps to develop the hotel industry in our country. The present complaint is that even in the existing State hotels, like Asoka Hotel, the foreigners are not getting proper treatment and the foreigners are unnecessarily put to harassment. Here we must remember that hotel industry and tourism are the two biggest sources of foreign exchange earning. After independence, many of the Indians who had opportunities to visit European countries have stated how the foreigners are eager to visit our country and see our historical places and other areas. But, due to the visa restrictions, people cannot come into our country.

This Ministry should impress upon the External Affairs Ministry to remove these visa restrictions specially on tourists from the socialist countries.

16 hrs.

The hon. Minister said that steps have been taken to popularise Indian historical places and monuments in the West European and Asian countries. He has not mentioned a single word regarding doing this in the socialist countries. Indians are highly respected in the socialist countries. They are very eager to visit India. Whoever has gone to the European countries, specially to the socialist countries, has got this experience that Indians are most highly respected persons in the socialist countries. But people from the socialist countries who want to come to India as tourists are not allowed to come. Unnecessary restrictions are put in giving them visas. These restrictions must be removed so that a large number of tourists can come to our country and our country can earn quite a big amount as foreign exchange.

Regarding the development of tourist centres I want to say a few words. There are many beauty spots in our country which are far, far better than many of the beauty spots of other countries including the European countries. But our Government is not taking proper steps to develop these beauty spots as tourist centres. For instance, Andaman and Nicobar Islands could be developed as a very beautiful tourist centre. The Government should give facilities to the people who want to go over there by providing transport facility and other things. This has not been done.

[Shri Muhammed Elias]

I want to urge upon the Government that Andaman and Nicobar Islands should be properly developed as a tourist centre so that tourists, both from home and abroad can go over there.

I shall also request that these two islands should be named after the great son of India, Netaji Subhash Chandra Bose. That had been debated on a non-official resolution by Shri Subiman Ghose, namely, that these two islands should be named after Netaji Subhash Chandra Bose.

The next point which I want to make is regarding the nationalisation of the joint steamer companies. The Government is going to give Rs. 2 crores to these companies. These companies have been running for the last 100 years and have earned a lot of money as profits. Instead of giving these Rs. 2 crores to these joint steamer companies to develop the inland water transport service, why is Government not taking over these joint steamer companies? Almost all transport industries are State owned except some road transport. Why is this inland water transport service not taken up by the Government and nationalised? I would urge upon the Government to nationalise it and spend the Rs. 2 crores for developing inland water transport in the eastern part of our country.

Co-ordination is a vital thing. Many hon. Members have spoken about it. Shri Masani spoke about the development of road transport. I entirely agree with him. But at the same time he has said that not a single farthing should be spent over the development of railways. It would be a blunder if we take such a decision. Our policy should not be that. We have seen from our experience how prosperity began in England with the shipping and inland transport era. Then we have seen that when railways had been developed, the inland water transport service had been killed. Now the road transport has been developed to such an extent that the Railways are going to be scrapped. Our country is not a small country. Our country is a very big country. We are in the phase of developing our country. We cannot have this kind of an attitude that one industry, that is the road transport industry, should be developed killing another industry. We should have such an attitude that all modes of transport are developed properly. That can be done only when, as the Neogy Committee in their first report have said, all these modes of transport should come under one Ministry. That means that the railways, airways, inland water transport, shipping—everything should be controlled by one Ministry and proper planning should be done as has been done in the Soviet Union. Inland water transport services, air services, shipping and the railways should be co-ordinated by one Ministry. This thing should be done also to avoid unhealthy competition in our country.

Mr. Deputy-Speaker: Shri Narasimhan. The hon. Member is not here. He was very keen to participate.

Shri Thanu Pillai—absent Shri Mohammad Akbar of Kashmir—absent. Shri Ansar Harvani—absent. Shri A. M. Tariq.

श्री अ० मु० तारिक (जम्मू तथा काश्मीर) : जनाब डिप्टी स्पीकर साहब, मैं आप का मशकूर हूं.....

उपाध्यक्ष महोदय : आपने सिर्फ सात आठ मिनट ही मांगे थे।

श्री अ० मु० तारिक : दस मिनट मांगे थे।

उपाध्यक्ष महोदय : मेरी याददाश्त शायद कुछ खराब है।

श्री अ० मु० तारिक : मैं आपका मशकूर हूं कि आपने मुझे चन्द मिनट इनायत किए हैं ।

जहां तक वजारत कम्युनिकेशन्स एण्ड ट्रांसपोर्ट का ताल्लुक है इसके तमाम शोबों पर मेरे बुजुर्ग दोस्तों ने अपने खयालात का इजहार किया, लेकिन मैं एक खास हिस्से, जिसको टूरिज्म का नाम दिया जाता है, के बारे में अपने खयालात रखना चाहता हूं ।

जहां तक सारी वजारत का ताल्लुक है उसका नाम है मवासलात और रस्लोरसायल। मवासलात अरबी लफ्ज वस्ल से निकला है जिसके मानी हैं एक दूसरे को मिलाने वाला । मैं समझता हूं कि यह वजारत इस लिहाज से ही अहम नहीं है कि हमको मिलाती है बल्कि इसलिये अहम है कि यह हमको हमारे दूर उफ्तादा लोगों के हालात उनकी जिन्दगी, उनकी मुआशियात से रूशनास कराती है ।

जहां तक इस वजारत की अहमियत का ताल्लुक है यकीनन यह वजारत हमारी तरक्की की जामिन है । मैं इस रिपोर्ट को देख कर जो वजारत ने हमारे सामने रखी बड़ा खुश हुआ और वजारत को इस बात के लिए मुबारकबाद देता हूं कि बहुत से छोटे छोटे गांवों में, जिनके बारे में हम शायद कुछ नहीं जानते थे, डाकखाने खोल कर, उनको हिन्दुस्तान के और शहरों से रूशनास किया । मुझे यह पढ़ कर भी बहुत खुशी हुई कि जहां ४५०३ डाकखाने खोलने थे वहां ५७९५ डाकखाने खोले गए हैं और आठ हजार लैटर बक्सों का भी इजाफा हुआ है ।

टेलीफोन की भी यही हालत है । बावजूद बड़ी बड़ी मुश्किलों के टेलीफोन की लाइनें बढ़ायी जाती हैं । लेकिन इसके साथ ही जहां मैं इस वजारत के चलाने वालों को मुबारकबाद देता हूं, वहां एक मशविरा भी रखता हूं । इन चीजों को चलाने वाले जो लोग हैं चाहे वे छोटे हों या बड़े हों, चाहे वह डाकिए हों या टेलीफोन आपरेटर हों, चाहे वह वायरलैस आपरेटर हों, उन सब को इस बात की तवज्जह दिलायी जानी चाहिये कि ज्यादा असर इन्सान पर अच्छे इखलाक का पड़ता है । ज्यादा असर इन्सान पर काम का जिसमें थोड़ी सी मतानत हो उसका पड़ता है ।

जो कुछ मेरे दोस्तों ने ट्रंक काल्स के बारे में कहा है मैं उससे इत्तिफाक करता हूं कि बड़ी दिक्कत होती है ट्रंक काल के बारे में । लेकिन इसके साथ ही हमको इस बात का भी ख्याल रखना चाहिये कि मुल्क के हालात तरक्की की तरफ जा रहे हैं । जो लोग पहले एक काल डालते थे आजकल व पांच पांच छः छः काल बुक करते हैं । इससे सरकार का काम भी बढ़ गया है और आपरेटर्स का काम भी बढ़ गया है । इस तरफ भी तवज्जह देनी चाहिए ।

एफीशेंसी के लिए जरूरी है कि दूसरे मशीनी औजार भी हमारे पास हों । हमारे पास लोग हो सकते हैं, लेकिन लाइन्स नहीं हैं । हमें यह सुन कर कभी कभी दुख होता है कि केबिल्स नहीं हैं । यह देखते हुए कि मुल्क तरक्की की तरफ जा रहा है हम एक इण्डस्ट्री बनाएं और एक नया प्लाण्ट कायम करें ताकि इन दिक्कतों को दूर किया जा सके ।

इसी सिलसिले में मैं काश्मीर के बारे में भी कुछ अर्ज करना चाहता हूं । काश्मीर बहुत शोहरत रखता है टूरिज्म के लिहाज से भी और सरहद पर रहने के लिहाज से भी । हमारे यहां बड़ी दिक्कत होती है जब बर्फ होती है या बारिश गिरती है । सड़कें खराब हो जाती हैं । न हवाई जहाज जा सकता है । रेल तो वहां है ही नहीं और न हमारे राज बहादुर साहब का शिपिंग वहां जा सकता है । सिर्फ डाकखाने का ही सहारा रहता है । इस बारे में मिनिस्टर साहब से दरख्वास्त करना चाहता हूं, चूंकि मैं वहां के हालात से वाकिफ हूं । मैं जानता हूं कि इतनी लम्बी तार नहीं बांधी

[श्री अ० मु० तारिक]

जा सकती लेकिन ऐसे वक्तों में जब कि बर्फ गिरती हो तो वहां वायरलैस को ज्यादा अहमियत देनी चाहिये। मैं यह तो नहीं कहता कि आप काश्मीर के हर एक गांव में वायरलैस स्टेशन बना दें लेकिन जो नजदीकी गांव हैं उन के लिये एक एक वायरलैस स्टेशन होना चाहिये। हमारी सरहद पर एक तरफ पाकिस्तान है, दूसरी तरफ चीन है, और बहुत फासले पर छोटे छोटे मामूली लोग रहते हैं। उन के हालात से वाकिफ रहने के लिये वहां डाकखाने नहीं खोल सकते, तारघर नहीं खोल सकते, टेलीफोन का इन्तिजाम नहीं कर सकते लेकिन वायरलैस का इन्तिजाम कर सकते हैं और अगर वायरलैस का इन्तिजाम किया जाये तो ऐसे दूर देहातों के लिये उस का रेट जरा कम होना चाहिये।

मैं अब आप की तवज्जह टूरिज्म की तरफ लाना चाहता हूं। मैं ममनून हूं राजबहादुर साहब का कि उन्होंने टूरिज्म के बारे में हमें काफी बताया। यकीनन टूरिज्म हमारे मुल्क के लिये जरूरी है। टूरिज्म के मानी एक साहब ने बतलाये। इस सिलसिले में मैं आप को इलस्ट्रेटेड वीकली के टूरिस्ट नम्बर का हवाला देना चाहता हूं जो कि शायद इस वजारत के खर्चे से ही छपा था। "Promoting understanding at home and goodwill abroad", ये टूरिज्म के माने हैं। और बातों पर मैं बाद में आऊंगा, लेकिन बाहर के मुल्कों में हिन्दुस्तान के बारे में गुडविल—मैं सियासी गुडविल की बात नहीं कहता हूं, मैं सिर्फ टूरिस्ट गुडविल की तरफ इशारा कर रहा हूं, यानी टूरिज्म के बारे में नेक खवाहिशात—पैदा करने में यह वजारत यकीनन नाकाम रही है। नाकाम ही नहीं, बल्कि उस ने हिन्दुस्तान के नाम पर बदनामी का धब्बा लगाया है। मैं जनाबेवाला की तवज्जह के लिये "ए फोरेन टूरिस्ट राइट्स" के तीन हिस्से पढ़ना चाहता हूं। पहला हिस्सा यह है—

"Most of the tourist officers cannot furnish even elementary information; and they charge for imaginary reservations or assistance."

दूसरा हिस्सा इस तरह है —

"The de-luxe tourist buses are no better than the ordinary ones; air-conditioned buses, much advertised by the Government, are non-existent; and swimming-pools, equally publicised by the authorities, do not have a drop of water in them!"

इस से यह जाहिर होता है कि उन लोगों को स्विमिंग पूल वे नहीं दिखाये जाते, जो कि अशोका होटल में या क्लब्ज में हैं, बल्कि साउथ या नार्थ में जो हजारों साल पहले के तालाब पुराने पुराने मन्दिरों में हैं, उन को स्विमिंग पूल बताया जाता है, जिन में पानी नहीं है।

तीसरी बात यह है—

"It is, therefore not surprising that most tourists go away with a feeling of dissatisfaction even if they are fascinated by other aspects of India".

यह एक फोरेन टूरिस्ट की नहीं, बल्कि हजारों फारेन टूरिस्टस की राय है। जनाबे वाला को याद होगा कि एक हाफ-एन-आवर डिस्कशन में फ्रैंड्रिक मार्च के बारे में सवाल उठाया गया था और फिर होटल इंडस्ट्री का मसला भी आया था। अभी चन्द दिनों की बात है कि यहां के सब से बड़े होटल में, जिस पर सरकार का हक है, एक अमरीकन पार्टी आई, जिस में २१ आदमी थे। उन की बुकिंग होने के बाद जब वे रात को पहुंचे तो उन को कहा गया कि आप की कोई बुकिंग नहीं है। मैं अर्ज करना चाहता हूं कि यह वजारत यकीनन हिन्दुस्तान को अच्छा नाम दे सकती थी, लेकिन वह इस में नाकामयाब रही है।

मैं अर्ज करना चाहता हूं कि अगर हमारे घर में इतनी गुंजाइश नहीं है कि हम तीन सौ आदमियों को खाने पर बुलायें, हमारे पास इतनी क्राकरी छुरी कांटे और कुरसी मेज वगैरह नहीं है, तो हम क्यों इतने आदमियों को बुला कर उन को नाराज करें ? अगर हम अपने औकात के मुताबिक बुलायें, तो लोग नाराज हो कर नहीं जायेंगे । यह वजारत यह काम कर रही है कि खिला तो पलाव रही है और हाथ गन्दे पानी से धुला रही है । मुझे इस का इन्तहाई अफसोस है । यह कोई मजाक की बात नहीं है । जब कोई फारेन टूरिस्ट हिन्दुस्तान से वापस जाता है, तो वह मायूस हो कर नहीं, बल्कि सख्त तंग और मजबूर हो कर जाता है ।

मिनिस्टर साहब ने कहा कि फारेन टूरिस्ट्स को लिक्कर के परमिट दिये गये हैं । मैं शराब पीने के हक में नहीं हूं । हिन्दुस्तान के लोग शराब पीना अच्छा नहीं समझते हैं । मैं उस को मजहबन अच्छा नहीं समझता । लेकिन अगर कोई आदमी शराब पिये तो मैं उस को रोकने से मजबूर हूं—ख्वाह-मख्वाह पीटा जाऊंगा । लेकिन शराब पीने के कुछ लवाजिमात हैं । शराब एक खास तरीके से पी जाती है। अगर जनाबे वाला मुझ को इजाजत दें, तो इस बारे में एक किस्सा अर्ज करूं ।

गर वादाखुरी बा खिर्दमन्दां खुर,
या बा सन्मे लालारुखे खन्दां खुर,
विरद मकुन फाश मसाज विसयार मखुर,
कम कम खुर, गह गह खुर, पिनहां खुर ।

शराब पीना फारेनर की जिन्दगी का एक हिस्सा है । उस के लिये यह मायूब नहीं है । लेकिन हमारे यहां शराब पीने के इन्तिजामात नहीं हैं । हुकूमत परमिट तो देती है, लेकिन साथ ही कहती है कि बन्द कमरे में पियो । इस तरह वे पीते नहीं हैं । उनके पीने का एक तरीका है ।

श्री डी० चं० शर्मा (गुरदासपुर) : इस किस्से का तरजुमा कर दीजिये ।

श्री अ० मु० तारिक : अभी कर दूंगा ।

उपाध्यक्ष महोदय : आनरेबल मेम्बर शराब की बात को ज्यादा लम्बा न करें ।

श्री अ० मु० तारिक : मैं शराब की बात को इसलिये लम्बा कर रहा हूं कि शराब के मुताल्लिक सही मालूमियत न होने की वजह से बहुत से फारेन टूरिस्टस हमारे मुल्क से भाग गये और उन के लिये मुल्क में रहना मुश्किल हो गया । मैं अर्ज करना चाहता हूं कि फारेन टूरिस्ट के माने ये हैं कि वहां से एक औरत आती है । वह लोगों को मिलना चाहती है, बात चीत करना चाहती है । उन की एक सोसाइटी है, जो शाम को बैठती है । अगर किसी क्लब में यह जाये, तो

you can offer one or two or three pags but in return he or she cannot offer you a peg,

जिस को बड़ा मुश्किल और मायूब समझा जाता है उन लोगों की मेहफल में, जो शराब से ताल्लुक रखते हैं । मैं यह अर्ज करना चाहता हूं कि अगर उन लोगों को परमिट दिया जाता है, तो उस के साथ वे तमाम रियायत भी दी जायें, कि इस सिलसिले में जरूरी हैं ।

मैं यह भी कहना चाहता हूं कि अगर हमारे मुल्क में हमारी होटल इंडस्ट्री सिर्फ आठ नौ, दस हजार आदमियों को एकामोडेट कर सकती है, बसा सकती है, तो हमें लाख दो लाख आदमियों को बुला कर उनको परेशान करने का कोई हक नहीं है । मैं चाहता हूं कि इस ऐवान के जी-इज्जत मेम्बरान इस बारे में खास ख्याल रखें और वजीर साहब इस का जवाब दें । एक्सटर्नल एफेयर्स मिनिस्ट्री का पब्लिसिटी डिवीजन इस मुल्क के सियासी, मुआशी, इक्तसादी और तमाम हालात से बाहर के मुल्कों को रूशनास कराने के लिये जिम्मेदार है । उस के तमाम अमले की तनख्वाह और पब्लिसिटी पर २६ लाख रुपया खर्च होता है और वजारत ट्रान्सपोर्ट सिर्फ बाहर के मुल्कों को टूरिज्म के बारे में एडवरटाइजमेंट देने पर २६ लाख से ज्यादा रुपया

[श्री अ० मु० तारिक]

खर्च करती है। मैं कहना चाहता हूं कि इतनी बड़ी रकम खाली इसलिये खर्च की जाये कि लोगों से कहा जाये कि हिन्दुस्तान आओ और हिन्दुस्तान में आने के बाद उन के लिये कोई इन्तिजाम न किया जाये, यह हमारे पैसे के साथ जुल्म है।

वजीर साहब ने कहा कि गुलमर्ग में विंटर स्पोर्टस जारी की जायेंगी। मैं समझता हूं कि इस से ज्यादा जुल्म किसी फारनर के साथ और इस से ज्यादा जुल्म काश्मीर के साथ नहीं हो सकता है।

श्री राज बहादुर : मैं जानना चाहता हूं कि क्या बख्शी साहब की भी यही राय है।

श्री अ० मु० तारिक: मैं इस के मुताल्लिक अपनी राय रखता हूं। मैं बतौर एक मेम्बर-पार्लियामेंट के अपनी राय जाहिर कर रहा हूं। मिनिस्टर साहब ने उन से क्या बात चीत की है, मैं नहीं जानता। वह उन से इस बारे में पूछ सकते हैं।

वहां पर विंटर स्पोर्टस को जारी करने का फायदा तभी है कि अगर फारेन टूरिस्टस को इस बात की गारण्टी हो कि सड़क नहीं गिर जायगी और उन का हवाई जहाज वक्त पर जायेगा। विन्टर स्पोर्टस में कौन लोग आयेंगे? वे कायरों और टोकियो से आयेंगे। लेकिन वे चार दिन के लिये आयेंगे और पन्द्रह दिन वहां हवाई जहाज न उतर सके, तो वे लोग कहां फंसे रहेंगे। वहां ऐसा हवाई अड्डा कायम किया जाये, जहां न बर्फ हो। वहां पर होटल और हीटिंग का इन्तिजाम किया जाये। वहां पर रसलो-रसायल का कोई इन्तजाम न हो और फिर भी हम वहां पर लोगो को लायें, यह मुनासिब नहीं है। अगर हुकूमत वहां पर पूरा इन्तिजाम नहीं कर सकती है, तो यह जुल्म हमारे साथ न किया जाये।

इन तमाम बातों के बावजूद में इन डिमांडज की हिमायत करता हूं और वजीर साहब और बड़े वजीर साहब से तवक्को रखता हूं कि वे इन बातो पर पूरा गौर करेंगे।

شری اے - ایم - طارق : جناب ڈپٹی اسپیکر صاحب - میں آپ کا مشکور ہوں -

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اپادھیکش مہودے : آپ نے صرف سات آٹھ منٹ ہی مانگے تھے -

شری اے- ایم- طارق : دس منٹ مانگے تھے -

اپادھیکش مہودے - میری یاد داشت کچھ خراب ہے -

شری اے- ایم - طارق : میں آپ کا مشکور ہوں کہ آپ نے مجھے چلہ منٹ عنایت کئے ہیں -

جہاں تک وزارت کمیونی کیشنس اینڈ ٹرانسپورٹ کا تعلق ہے اس کے تمام شعبوں پر میرے بزرگ دوستوں نے اپنے خیالات کا اظہار کیا - لیکن میں ایک خاص حصہ - جس کو ٹورزم کا نام دیا جاتا ہے - کے بارے میں اپنے خیالات رکھنا چاہتا ہوں -

جہاں تک ساری وزارت کا تعلق ہے اس کا نام ہے مواصلات اور رسل و رسائل - مواصلات عربی لفظ وصل سے نکلا ہے جس کے معنی ہیں ایک دوسرے کو ملانے والا - میں سمجھتا ہوں کہ یہ

لوگ ہیں چاہے وے چھوٹے ہوں یا بڑے ہوں - چاہے وہ ڈاکئے ہوں - یا ٹیلیفون آپریٹر ہوں - چاہے وہ وائرلیس آپریٹر ہوں - ان سب کو اس بات کی توجہ دلائی جانی چاہئے کہ زیادہ اثر انسان پر اچھے اخلاق کا پڑتا ہے - زیادہ اثر انسان پر کام کا جس میں تھوڑی متانت ہو اس کا پڑتا ہے -

جو کچھ میرے دوستوں نے ٹرنک کالس کے بارے میں کہا ہے میں اس سے اتفاق کرتا ہوں کہ بڑی دقت ہوتی ہے ٹرنک کال کے بارے میں - لیکن اس کے ساتھ ہی ہم کو اس بات کا بھی خیال رکھنا چاہئے کہ ملک کے حالات ترقی کی طرف جا رہے ہیں - جو لوگ پہلے ایک کال ڈالتے تھے آجکل وے پانچ پانچ چھ چھ کال بک کرتے ہیں - اس سے سرکار کا کام بھی بڑھا ہے اور آپریٹرس کا کام بھی بڑھ گیا ہے - اس طرف بھی توجہ دینی چاہئے -

ایمرجنسی کے لئے ضروری ہے کہ دوسرے مشین اوزار بھی ہمارے پاس ہوں - ہمارے پاس لوگ ہو سکتے ہیں لیکن لائنس نہیں ہیں - ہمیں یہ سن کر کبھی کبھی دکھ ہوتا ہے کہ کمپلس نہیں ہیں - یہ دیکھتے ہوئے کہ ملک ترقی کی طرف جا رہا ہے ہم ایک انڈسٹری بڑھائیں اور ایک نیا پلانٹ

وزارت اس لحاظ سے ہی اہم نہیں ہے کہ ہم کو ملاتی ہے - بلکہ اس لئے اہم ہے کہ یہ ہم کو ہمارے دور اُفتادہ لوگوں کے حالات - انکی زندگی - ان کی معاشیات سے روشناس کراتی ہے -

جہاں تک اس وزارت کی اہمیت کا تعلق ہے یقیناً یہ وزارت ہماری ترقی کی ضامن ہے - میں اس رپورٹ کو دیکھکر جو وزارت نے ہمارے سامنے رکھی بڑا خوش ہوا - اور وزارت کو اس بات کے لئے مبارکباد دیتا ہوں کہ بہت سے چھوٹے چھوٹے گاؤں میں- جن کے بارے میں ہم شاید کچھ نہیں جانتے تھے ڈاکخانے کھول کر ان کو ہندوستان کو اور شہروں سے روشناس کیا - مجھے یہ پوچھکر بھی بہت خوشی ہوئی کہ جہاں ۴۵۰۳ ڈاکخانے کھولنے تھے وہاں ۵۷۹۵ ڈاکخانے کھولے گئے ہیں اور ۸۰۰۰ لیٹر بکسوں کا بھی اضافہ ہوا ہے -

ٹیلیفون کی بھی یہی حالت ہے - باوجود بڑی مشکلوں کے ٹیلیفون کی لائنیں بڑھائی جاتی رہیں - لیکن اس کے ساتھ ہی جہاں میں اس وزارت کے چلانے والوں کو مبارکباد دیتا ہوں - وہاں ایک مشورہ بھی رکھتا ہوں - ان چیزوں کو چلانے والے جو

وہاں ڈاکخانے نہیں کھول سکتے - تار گھر نہیں کھول سکتے - ٹیلیفون کا انتظام نہیں کر سکتے - لیکن وائرلیس کا انتظام کر سکتے ہیں اور اگر وائرلیس کا انتظام کیا جائے تو ایسے دور دیہاتوں کے لئے اس کا ریٹ ذرا کم ہونا چاہئے -

میں اب آپ کی توجہ ٹورزم کی طرف لانا چاہتا ہوں - میں معلون ہوں راج بہادر صاحب کا کہ انہوں نے ٹورزم کے بارے میں ہمیں کافی بتایا - یقیناً ٹورزم ہمارے ملک کے لئے ضروری ہے - ٹورزم کے مغلی ایک صاحب نے بتلائے - اس سلسلہ میں میں آپ کو السٹریٹڈ ویکلی کے ٹورزم نمبر کا حوالہ دینا چاہتا ہوں جوکہ شائد اس وزارت کے خرچے سے ہی چھپا تھا -

"Promoting understanding at home and goodwill abroad",

یہ ٹورزم کے معلے ہیں - اور باتوں پر میں بعد میں آؤنگا لیکن باہر کے ملکوں میں ہندوستان کے بارے میں گوڈول—میں سیاسی گوڈول کی بات نہیں کہتا ہوں - میں صرف ٹورسٹ گوڈول کی طرف اشارہ کر رہا ہوں یعنی ٹورزم کے بارے میں نیک خواہشات —— پیدا کرنے میں یہ وزارت یقیناً ناکام رہی ہے - نا کام ہی نہیں - بلکہ اس نے ہندوستان کے نام پر بدنامی کا دھبا لگایا ہے - میں جناب والا کی توجہ کے لئے اے قارین

[شری اے - ایم - طارق]

قائم کریں تاکہ ان دقتوں کو دور کیا جا سکے -

اس سلسلہ میں میں کشمیر کے بارے میں بھی کچھہ عرض کرنا چاہتا ہوں - کشمیر بہت شہرت رکھتا ہے ٹورزم کے لحاظ سے بھی اور سرحد پر رہنے کے لحاظ سے بھی - ہمارے یہاں برف دقت ہوتی ہے جب برف ہوتی ہے یا بارش گرتی ہے - سڑکیں خراب ہو جاتی ہیں - نہ ہوائی جہاز جا سکتا ہے - ریل تو وہاں ہے ہی نہیں اور نہ ہمارے راج بہادر صاحب کا شیلنگ وہاں جا سکتا ہے - صرف ڈاکخانے کا ہی سہارا رہتا ہے - اِس بارے میں منسٹر صاحب سے درخواست کرنا چاہتا ہوں - چونکہ میں وہاں کے حالات سے واقف ہوں - میں جانتا ہوں کہ اتنی نمی تار نہیں باندھی جا سکتی - لیکن ایسے وقتوں میں جب کہ برف گرتی ہو وہاں وائرلیس کو زیادہ اہمیت دینی چاہئے - میں یہ تو نہیں کہتا کہ آپ کشمیر کے ہر ایک گاؤں میں وائرلیس اِسٹیشن بنا دیں - لیکن جو نزدیکی گاؤں ہیں ان کے لئے ایک ایک وائرلیس اِسٹیشن ہونا چاہئے - ہماری سرحد پر ایک طرف پاکستان ہے - دوسری طرف چین ہے - اور بہت فاصلے پر چھوٹے چھوٹے معمولی لوگ رہتے ہیں - ان کے حالات سے واقف رہنے کے لئے

میں جس پر سرکار کا حق ہے ایک امریکن پارٹی آئی - جس میں ۲۱ آدمی تھے - ان کی بکنگ ہونے کے بعد جب وہ رات کو پہنچے تو ان کو کہا گیا کہ آپ کی کوئی بکنگ نہیں ہے- میں عرض کرنا چاہتاہوں کہ یہ وزارت یقیناً ہندوستان کو اچھا نام دے سکتی تھی لیکن وہ اس میں ناکامیاب رہی ہے -

میں عرض کرنا چاہتا ہوں کہ اگر ہمارے گھر میں اتنی گنجائش نہیں ہے کہ ہم تین سو آدمیوں کو کھانے پر بلائیں - ہمارے پاس اتنی کراکری - چھری کانٹے اور میز کرسی وغیرہ نہیں ہیں تو ہم۲ کچھ اتنے آدمیوں کو بلا کر ان کو ناراض کریں - اگر ہم اپنے اوقات کے مطابق بلائیں تو لوگ ناراض ہو کر نہیں جائینگے - یہ وزارت یہ کام کر رہی ہے کہ کھلا تو پلا رہی ہے اور ہاتھ گندے پانی سے دھلا رہی ہے - مجھے اس کا انتہائی افسوس ہے - یہ کوئی مذاق کی بات نہیں ہے - جب کوئی فارین ٹورسٹ ہندوستان سے واپس جاتا ہے تو وہ مایوس ہوکر نہیں بلکہ سخت تلخ اور مجبور ہو کر جاتا ہے -

منسٹر صاحب نے کہا ہے کہ فارین ٹورسٹس کو لکر کے پرمٹ دئے گئے ہیں - میں شراب پینے کے حق میں نہیں ہوں - ہندستان کے لوگ شراب پینا اچھا نہیں سمجھتے ہیں - ٹورسٹ وائٹس کے تین حصے پڑھنا چاہتا ہوں - پہلا حصہ یہ ہے -

"Most of the tourist officers cannot furnish even elementary information; and they charge for imaginary reservations or assistance."

دوسرا حصہ اس طرح ہے -

"The de-luxe tourist buses are not better than the ordinary ones; air-conditioned buses, much advertised by the Government, are non-existent; and swimming-pools, equally publicised by the authorities, do not have a drop of water in them!"

اس سے یہ ظاہر ہوتا ہے کہ ان لوگوں کو سوئمنگ پول وہ نہیں دکھائے جاتے جو کہ اشوکا ہوٹل۲ میں یا کلپز میں ہیں بلکہ ساؤتھ یا نارتھ میں جو ہزاروں سال پہلے کے تالاب پرانے مندروں میں ہیں ان کو سوئمنگ پول بتایا جاتا ہے - جن میں پانی نہیں ہے -

تیسری بات یہ ہے -

"It is, therefore not surprising that most tourists go away with a feeling of dissatisfaction even if they are fascinated by other aspects of India".

یہ ایک فارین ٹورسٹ کی نہیں بلکہ ہزاروں فارین ٹورسٹس کی رائے ہے- جناب والا کو یاد ہوگا کہ ایک ہاف - ایئر - آور ڈسکشن میں فروڈرک مارچ کے بارے میں سوال اٹھایا گیا تھا اور پھر ہوٹل انڈسٹری کا مسئلہ بھی آیا تھا - ابھی چند دنوں کی بات ہے کہ یہاں کے سب سے بڑے ہوٹل

سے فارین ٹورسٹس ہمارے ملک سے بھاگ گئے اور ان کے لئے اس ملک میں رہنا مشکل ہو گیا - میں عرض کرنا چاہتا ہوں کہ فارین ٹورسٹ کے معنے یہ ہیں کہ وہاں سے ایک عورت آتی ہے - وہ لوگوں کو ملنا چاہتی ہے - بات چیت کرنا چاہتی ہے - ان کی ایک سوسائٹی ہے جو شام کو بیٹھتی ہے - اگر کسی کلب میں وہ جائے تو

you can offer one or two or three pegs; but in return he or she cannot offer you a peg

جس کو بڑا مشکل اور معیوب سمجھا جاتا ہے ان لوگوں کی محفل میں جو شراب سے تعلق رکھتے ہیں میں یہ عرض کرنا چاہتا ہوں کہ اگر ان لوگوں کو پرمٹ دیا جاتا ہے تو اس کے ساتھ وہ تمام رعایات بھی دی جائیں جو کہ اس سلسلے میں ضروری ہیں -

میں یہ بھی کہنا چاہتا ہوں کہ اگر ہمارے ملک میں ہماری ہوٹل انڈسٹری صرف آٹھ نو دس ہزار آدمیوں کو ایکموڈیٹ کر سکتی ہے - بسا سکتی ہے تو ہمیں لاکھ دو لاکھ آدمیوں کو بلاکر ان کو پریشان کرنے کا کوئی حق نہیں ہے - میں چاہتا ہوں کہ اس ایوان کے ذی عزت ممبران اس بارے میں خاص خیال رکھیں اور وزیر صاحب اس کا جواب

[شری اے - ایم - طارق]

میں اس کو مذہباً اچھا نہیں سمجھتا لیکن اگر کوئی آدمی شراب پیئے تو میں اس کو روکنے سے مجبور ہوں - خواہ مخواہ - پیٹا جاؤنگا - لیکن شراب پینے کے کچھ لوازمات ہیں - شراب ایک خاص طریقے سے پی جاتی ہے - اگر جناب والا مجھے اجازت دیں تو میں اس بارے میں ایک قطعہ عرض کروں -

گر بادہ خوری با خرد مندان خور
یا با صنمے لالہ رخے خندان خور
ورد مکن فاش مساز بسیار مخور
کم کم خور گہ گہ خور - پنہاں خور

شراب پینا فارینر کی زندگی کا ایک حصہ ہے - اس کے لئے یہ معیوب نہیں ہے - لیکن ہمارے یہاں شراب پینے کے انتظامات نہیں ہیں - حکومت پرمٹ تو دیتی ہے لیکن ساتھ ہی کہتی ہے کہ بند کمرے میں پیئو - اس طرح وہ پیتے نہیں ہیں - ان کے پینے کا ایک طریقہ ہے -

श्री हो० चं० शर्मा (गुरदासपुर) : इस किस्से का तर्जमा कर दीजिए ।

شری اے - ایم - طارق : ابھی کر دونگا -

उपाध्यक्ष महोदय : आनरेबल मेम्बर शराब की बात को ज्यादा लम्बा न करें ।

شری اے - ایم - طارق: میں شراب کی بات کو لمبا اس لئے کر رہا ہوں کہ شراب کے متعلق غلط سہولیات نہ ہونے کی وجہ سے بہت

وہاں پر ونٹر سپورٹس کو جاری کرنے کا فائدہ تبھی ہے کہ اگر فارین ٹورسٹس کو اس بات کی گارنٹی ہو کہ سوک نہیں گر جائے گی اور ان کا ہوائی جہاز وقت پر جائے گا - ونٹر سپورٹس میں کون لوگ آئیں گے - وہ قاہرہ اور ٹوکیو سے آئیں گے - لیکن وہ چار دن کے لئے آئیں گے اور پندرہ دن وہاں ہوائی جہاز اتر نہ سکے تو وہ لوگ کہاں پھنسے رہیں گے - ایسا ہوائی اڈہ قائم کیا جائے جہاں برف نہ ہو - وہاں پر ہوٹل اور ہیٹنگ کا انتظام کیا جائے - وہاں پر رسل و رسائل کا کوئی انتظام نہ ہو اور پھر بھی ہم وہاں پر لوگوں کو لائیں یہ مناسب نہیں ہے - اگر حکومت وہاں پر پورا انتظام نہیں کر سکتی ہے تو یہ ظلم ہمارے ساتھ نہ کیا جائے -

ان تمام باتوں کے باوجود میں ان ڈیمانڈز کی حمایت کرتا ہوں اور وزیر صاحب اور بڑے وزیر صاحب سے توقع رکھتا ہوں کہ وہ ان باتوں پر پورا غور کریںگے -]

श्री मलयुगंकर (उस्मानाबाद) : उपाध्यक्ष महोदय, इस मुल्क को आजादी मिलने के बाद बहुत सी मुसीबतों का सामना करने के बावजूद भी इस मंत्रालय ने जो तरक्की की है, वह मुबारकबाद के मुस्तहक है । इसलिये मैं मंत्री महाशय को मुबारकबाद देता हूं । लेकिन इस के साथ साथ जो तरीके के बारे में, काम करने के बारे में कुछ नकायम हैं, वह बताना मेरा फर्ज है ।

दیں ایکسٹرنل ایفیرز منسٹری کا پبلیسٹی ڈویژن اس ملک کے سیاسی معاشی - اقتصادی اور تمام حالات سے باہر کے ملکوں کو روشناس کرانے کے لئے ذمہدار ہے - اس کے تمام عملے کی تنخواہ اور پبلیسٹی پر ۲۹ لاکھ روپیہ خرچ ہوتا ہے اور وزارت ٹرانسپورٹ صرف باہر کے ملکوں کو ٹورزم کے بارے میں انفارمیشن دینے پر ۲۶ لاکھ سے زیادہ روپیہ خرچ کرتی ہے - میں کہنا چاہتا ہوں کہ اتنی بڑی رقم خالی اس لئے خرچ کی جائے کہ لوگوں سے کہا جائے کہ ہندوستان آو اور ہندوستان میں آنے کے بعد ان کے لئے کوئی انتظام نہ کیا جائے - یہ ہمارے پیسے کے ساتھ ظلم ہے -

وزیر صاحب نے کہا کہ گلمرگ میں ونٹر سپورٹس جاری کی جائیںگی - میں سمجھتا ہوں کہ اس سے زیادہ ظلم کسی فارینر کے ساتھ اور اس سے زیادہ ظلم کشمیر کے ساتھ نہیں ہو سکتا ہے -

श्री राज बहादुर : मैं जानना चाहता हूं कि क्या बख्शी साहब की भी यही राय है ।

شری اے - ایم - طارق - میں اس کے متعلق اپنی رائے رکھتا ہوں - میں بطور ایک ممبر پارلیمنٹ کے اپنی رائے ظاہر کر رہا ہوں - منسٹر صاحب نے ان سے کیا بات چیت کی ہے میں نہیں جانتا - وہ ان سے اس بارے میں پوچھ سکتے ہیں -

[श्री नलदुर्गकर]

देहातों में तकरीबन साठ परसेंट लोगों को इस प्रोग्रेस का फायदा नहीं मिल रहा है। उस के बारे में मैं खास तौर पर मंत्री महाशय की तवज्जह मबजूल करना चाहता हूं। और मुझे आशा है कि वह इस तरफ ध्यान देंगे। यह मेरा जाती तजुर्बा है कि जब यहां से एक्सप्रेस डिलिवरी का लैटर भेजा जाता है तो मेरे यहां से जाने के पांच छः दिन के बाद भी वह अपने मुकाम मकसूद पर नहीं पहुंचता है। मैं कहना चाहता हूं कि यह एक तरह का कंट्रेक्ट है, एक तरह का वायदा है, प्रामिस है। जब हम एक्सप्रेस डिलीवरी का टिकट लगा देते हैं, तो सरकार यह जिम्मेदारी ले लेती है कि वह उस चीज को वक्त पर मुकाम मकसूद पर पहुंचाये। लेकिन अफसोस की बात है कि इस बारे में देहात में काफी इन्तिजाम नहीं किया गया है। इस लिये मैं मंत्री महोदय को इस मामले की तरफ मुतवज्जह करना चाहता हूं कि टेलीग्राफिक मनीआर्डर, या खास तौर के मनी-आर्डर, एक्सप्रेस डिलीवरी के खतूत वगैरह को वक्त पर पहुंचाने का इन्तिजाम किया जाये। जिस पोस्ट के तबसुन से देहात में वे लटर जाते हैं, उस पोस्ट के लिये खास स्टाफ रखा जाये, जो कि उसी काम के लिये मखसूस हो।

इसके बाद मैं एक और बात की तरफ तवज्जह दिलाना चाहता हूं। मैं किसी रिजनल नुक्ता-ए-नजर के लिहाज से, या प्रान्तीय नुक्ता-ए-नजर से नहीं कहना चाहता, लेकिन मैं बताना चाहता हूं कि म मराठवाड़ा रिजन से आया हूं। मराठवाड़ा पहले हैदराबाद स्टेट का हिस्सा था, मराठी बोलने वाला हिस्सा था, जो महाराष्ट्र में आ गया है। इसके पहले हमारे यहां कम्यूनिकेशन्ज, टेलीग्राफिक कम्यूनिकेशन्ज, टेलि-कम्यूनिकेशन्ज नहीं थे। उसमानाबाद जिले में पुलिस एक्शन के बाद टेलीग्राफ आफिस खुल गया है। मेरे जिले में तकरीबन ११ तालुकात हैं। उन तालुकात में से चन्द जो रेलवे मकामात पर हैं, उनको अगर छोड़ दिया जाए तो तकरीबन ६–७ ऐसे बच रहते हैं जहां पर कि टेलीग्राफ आफिसिस नहीं हैं। इनके नाम हैं उमरगांव, परंडा, कलम, औसा, निलंगा, अहमदपुर। आपको यह जान कर ताज्जुब होगा कि उमरगांव ऐसा ताल्लुका है कि जहां पर आर्ट और साइंस कालेज है। वहां पर तकरीबन तीन साल से लोगों द्वारा यह मुतालबा किया जा रहा है कि वहां टेलीग्राफ आफिस खोला जाए लेकिन कुछ नहीं किया गया है। उन स्टूडेंट्स को टेलीग्राफी की स्टडी करने दूसरे मकामात पर जाना पड़ता है। यह इसलिये होता है कि वहां पर इसका इन्तजाम नहीं है। ये जो तालुकात मैंने आपको गिनाये हैं यहां पर तीन चार लाख का व्यापार भी होता है।

मैं आपको यह भी बतलाना चाहता हूं कि उमरगांव में टेलीग्राफ आफिस खोलने के लिए मंजूरी दे दी गई थी। लेकिन बाद में कहा गया कि जो पहले पोल्ज की मंजूरी दी गई थी, उससे अब एक दो रुपये का फर्क होगा और इस वजह से यह सारा मामला पिछले तीन साल से तवालत में पड़ा हुआ है।

इसके बारे में दो मर्तबा रिटन रिप्रिजेंटेशन्ज और चन्द तारें भी भेजी गई हैं लेकिन अभी तक उसका जवाब तक नहीं आया है। मैं माननीय मंत्री जी से खास तौर पर उमरगांव की निस्बत कहना चाहता हूं। यह बहुत अर्जेंट मामला है। हर साल सौ डेढ़ सौ तालिबइल्मों को शोलापुर या दूसरे मकामात पर टेलीग्राफिस्ट्स की स्टडी के लिये जाना पड़ता है। इस वास्ते मैं चाहता हूं कि आप खास तौर पर इस मसले की तरफ ध्यान दें।

एक और बात की तरफ भी मैं आपकी तवज्जह मबजूल करना चाहता हूं। उमरगांव

को जो लाइन दी जाने वाली है वह वाया लातूर दी जाने वाली है। यह चालीस मील की लाइन है लेकिन यह लाइन ऐसे मकामात पर से होकर जा रही है जहां पर एक मौजा या बड़ा शहर या मकाम भी रास्ते में नहीं है। अगर आप इस लाइन को शोलापुर से ले जायें उमरगांव तक तो फासला तो उतना ही रहेगा लेकिन इसका फायदा यह होगा कि रास्ते में पांच छः हजार की आबादी वाले १५–२० मौजे आ जायेंगे और अगर कल को ऐसी जरूरत पड़ी कि वहां पर लाइन दी जाये तो बहुत ही थोड़े खर्च से आप ऐसा कर सकेंगे। हैदराबाद-बम्बई जो नैशनल हाईवे है, अगर इस लाइन को शोलापुर से लाया गया तो उस हाईवे पर जो १५–२० मकामात बिल्कुल सड़क पर हैं, उनको वक्त जरूरत फायदा हो सकता है और बहुत ही कम खर्च में उनको फायदा पहुंचाया जा सकता है।

जो प्रोग्रेस हुई उसका भी मैं कुछ जिक्र कर देना चाहता हूं। एयरलाइन्ज का विकास भी आज हो रहा है और उसके लिये चन्द जगहों पर हवाई अड्डे बनाने का भी आपके सामने प्रोग्राम है। मैं चाहता हूं कि आप इसका भी ख्याल करें कि हवाई अड्डे इस किस्म के होने चाहियें ताकि अगर जरूरत पड़े तो इनका जंगी हवाई अड्डों के तौर पर इस्तेमाल हो सके और इनको आसानी से जंगी हवाई अड्डों के रूप में मुंतकिल किया जा सके। हम नहीं कह सकते हैं कि कल क्या होने वाला है। चाहे हमारा देश गांधियन प्रिंसिपल्ज को मानने वाला है, उन पर चलने वाला है, नान-वायोलेंस का हामी है लेकिन हमारे आस पास के जो देश हैं, उनसे हमको जो सबक मिला है वह हमें बताता है कि वे गांधियन प्रिंसिपल्ज को नहीं मानते हैं। ऐसी सूरत में अगर भविष्य में कभी जरूरत पड़े तो कोशिश हमारी यह होनी चाहिये कि जो हवाई अड्डे हम आज बनायें उनको इस तरह से बनायें कि वे उस वक्त आसानी से जंगी हवाई अड्डों की शक्ल में बदले जा सकें और वहां पर जंगी हवाई जहाज आ जा सकें।

मैं एक और बात की तरफ़ आपकी तवज्जह दिलाना चाहता हूं। मैं चाहता हूं कि हर जिले के सदर मुकाम पर जो कालेज में प्रवेश पाने वाले स्टूडेंट्स हैं या जो उनमें पढ़ने वाले स्टूडेंट्स हैं उनके लिये इस बात का इन्तिजाम होना चाहिये कि वे जान सकें कि जहाज और हवाई जहाज कैसे चलाया जाना चाहिये, उसका टैक्नीक क्या है और उसका शिक्षण उनको दिया जाना चाहिये।

जो आपने तरक्की के काम किये हैं उनके लिये मैं आपको मुबारिकबाद देता हूं। नैशनल शिपिंग बोर्ड ने जो टारगेट मुकर्रर किया था १४·२२ लाख का और उसके लिए ११८ करोड़ रुपये का जो मुतालबा किया था मुझे मालूम नहीं कि प्लानिंग कमिशन ने उसमें क्यों कमी की है। अभी बहुत से माननीय सदस्यों ने इस विषय पर भाषण किये हैं और जो कुछ उन्होंने कहा है उसको मैं दोहराना नहीं चाहता हूं। लेकिन मैं इतना ही कहना चाहता हूं कि जहां तक देश के विकास का ताल्लुक है, देश की तरक्की का ताल्लुक है और उसके साथ साथ फारेन एक्सचेंज का जो सवाल है, उस में और ज्यादा तेजी लाई जानी चाहिये और और ज्यादा फारेन एक्सचेंज कमाई जानी चाहिये। फारेन एक्सचेंज और अधिक कमाने का एक जरिया यह है कि आपके पास पानी के जहाज और ज्यादा तादाद में हों और मैं समझता हूं कि इस ओर भी आपकी तवज्जह जायेगी।

Mr. Deputy-Speaker: Shri Achar.

Shri Achar (Mangalore): I shall be brief.

Mr. Deputy-Speaker: With a few noble exceptions, if I may say so, I shall call only those who are present and who want to speak.

Shri Achar: Let me congratulate the Ministry and the Minister of Transport and Communications on the achievement they have shown. My main point first of all, is to refer to the fact that they have achieved, whether it be in the air or in the high seas or on land, all the targets set for them within the limits of the resources that were available. So, from that point of view, apart from everything else, we have to congratulate the Ministry on achieving the targets set for the second Five Year Plan and thus attaining the objectives set forth before them. I again congratulate the Ministers concerned and also the departments concerned on their achievement.

There is one point which I want to emphasise. That is about a department which has been very much neglected. I am referring to the inland water transport. It has been referred to by some hon. Members. For want of time, I shall only quote one or two sentences from the report about the inland water transport system. In Chapter II, at page 19, they have said as follows:

> "The real weakness of the situation lies in the almost complete absence of expert, technical organisation conversant with and having practical experience of the various complexities of inland water transport, both in the Government of India and the State Governments...."

and so on.

I will not quote further. The point is that either in the Central Government or in the State Governments, there is no attention paid to this aspect of the problem. Inland water transport is a very important branch of the transport system. It is the cheapest form of transport and a very convenient one especially in the west coast. Shri T. Subramanyam spoke, in my opinion, with a little diffidence when he mentioned about the connection that could be given to the Ganga river from Calcutta to Mangalore, *via* the east coast. Whatever that be, so far as the west coast is concerned, it has ample scope for the development of this cheapest and easiest mode of transport. I am very thankful to my hon. friend from Varanasi who mentioned about the possibility of a canal from Mangalore to Coondapur. Even a traffic survey has been made about it. I would request the hon. Minister to take up that line at least, if not the entire west coast from Trivandrum to Karwar. There is ample scope for development there. In fact, this branch of the transport system has been completely neglected, because the report itself says that at least Rs. 168 crores are required for completing the proposals they have made. But what is provided in the third Plan is about Rs. 6 crores. At this rate, we will requpire 30 plans to fulfil this task! As I said, this is a branch which has been totally neglected, and I would request the Minister to consider this aspect of the question and do something about it. I expect a reply to this question from the Minister.

My next point is about the Mangalore port. I shall not dilate on the point. Not only myself but the whole State of Mysore is very much interested in the Mangalore port. Much has been said about Mangalore and Tuticorin. I will not repeat the arguments. Very, very powerful voices have been raised in respect of Calcutta by my friend, Shri Samanta, and others. Even from the Opposition Benches, Shri Goray and some others have raised their voices in favour of Calcutta and Bombay. We are a small people, a small State, a small town, but ours is a very important State. I will not say anything more than that. According to

the traffic survey, Mangalore has got prospect for 3 million tons of traffic. Crores of rupees are being spent on roads and bridges across the Rann of Cutch and in other places. Why not do something for Mysore State also? Mysore has not got a port. Madras, Bombay and Calcutta have got ports, but Mysore has not got a port, though it has at least 75,000 square miles of hinterland. I was surprised to read the other day in the *Indian Express* that they have theoretically accepted the principle. But practically, I do not know what they have decided. I hope this matter will be finally decided and I expect an announcement tomorrow that Mangalore and Tuticorin will be taken up in the Second Five Year Plan. Enough arguments have already been put forth. I have no time. One more point about roads.

Mr. Deputy-Speaker: It would have been better for him if he ended with this pathetic appeal.

Shri Achar: About roads, I appreciate Shri Masani's arguments, but there is another aspect of the question. For long journeys, railways are better. For instance, suppose we have to travel by bus from south to north, what will be the physical condition of the man? So, only one side should not be considered. I have no time to advance arguments. Shri Masani argued that roads should be given greater importance. Roads are all right for short distances, but for long distances, it is necessary that importance should be given to railways. I will leave it at that.

Coming to the postal department, I am very thankful to the department for opening a separate postal circle for Mysore. But there is one important point. There is considerable area round Mysore State which is purely Kannada area. For example, take Talwadi. 91 per cent of the population is Kannada. Regarding Kasargod, the hon. Minister himself moved an amendment in the Upper House for including Kasargod in Kannada area. My only appeal is, postal circles should not be according to the State boundaries, but according to the language. There can be no difficulty about it. I raised the same question in regard to railways that the Malayalam boards in Kasargod should be changed. Even the Kerala Government agreed and the boards have been changed into Kannada. My only request is, if the hon. Minister takes up this question, I am sure the State Government will agree that all the Kannada will come under Mysore.

About airlines, I want to congratulate the Ministry. For the first time, they are having some profit also. But I want to make an appeal. We have got only three aerodromes in the whole of Mysore—Bangalore, Mangalore and Belgaum. There is no connection from Bangalore to Mangalore. Bangalore is the capital. What is the good of having an aerodrome without having a connection? Probably at one stage there was no traffic, but now there is enough traffic.

About tourism, I respect Shri Tariq's views. Kashmir is a beautiful place. But I invite him and other Members of the House to come and see Coorg. The whole district is a beautiful hill station. Europeans have said that Switzerland is the Coorg of Europe. So far as we are concerned, we may say that Coorg is the Switzerland of India. They say, Switzerland is Coorg of Europe. It is such a beautiful place, but there are no good roads. So, roads will have to be developed. Then, the road from Bangalore to Mercara and from Mercara to Mangalore, must be converted into a national highway.

Mr. Deputy-Speaker: Aerodromes, airports, tourism etc. are all interdependent and he has already stated about them all. What more is left?

Shri Achar: Nothing more, Sir. Thank you very much.

Shri Basappa (Tiptur): Sir, Mysore has tired you and the House, and at

[Shri Basappa]

this late hour I do not intend to inflict or indulge in any speech. My hon. friend has appealed with all the emphasis at his command certain things. I want to join him and say a few points.

So far as tourism is concerned my hon. friend has already spoken. I would only say that there are other places like Hampe, the seat of the Vijayanagaram Empire, to see which many people from the world come. That place also should therefore be taken note of. Then there are the temples of Belur and Halebede in the place from which my hon. friend Shri Siddananjappa comes. They are very well known and there should be properly developed tourist centres in those parts.

As I already said that I would not indulge in any long speech, I would only say how to find money for shipping. That is the most important point. The Planning Commission, I think, has got some cushion funds, as it is called, and I say that a greater share of that should be given to the shipping industry. In that way the problem of Shri Raghunath Singh can be solved.

My hon. friend has said enough about Mangalore. I only want to say that even the World Bank is agreeable and there will not be any difficulty with regard to foreign exchange.

Then I come to inter-State roads. There are difficulties when the roads run through two or three States. Even when there are six or seven miles in another State there is difficulty. Therefore, the Centre must intervene and see that the buses are allowed to run without any difficulty in the other States also. We are experiencing some difficulty with regard to Andhra and Mysore. For going from Madugiri to Pavagada in the same State we have to go through Andhra State for six to seven miles. Correspondence is going on, but still nothing has been done.

About civil aviation, the Bangalore aerodrome seems to be in the hands of the Transport Ministry whereas it actually belongs to the Defence Ministry. The building there has not been developed. I hope the Minister is having correspondence with the Defence Ministry and he will see that that aerodrome is improved to a great extent.

Regarding inland water transport much has been said. There is only one point that I want to mention in connection with the commemmoration stamps. We are now celebrating the lives of so many important persons in this country and in that connection we are issuing commemoration stamps. I am glad that Shivaji commemmoration stamps are going to be issued. In this connection I would like to bring to the notice of the hon. Minister that in Karnataka in the 12th century a great man played a notable part. I have brought this to your noice also, Sir, in connecion with decorating the Parliament House Something must be done in this connection. I am referring to Bhakti Bhandari Basavanna who was the Prime Minister of the Chola Kings of Bijala. He played a notable part in the economic, social and political field. In the present day when society is so much disintegrated his teachings have a great value in the political or economic field. The hon. Minister knows it and I have also brought it to your notice. I would urge upon the hon. Minister—representations have also been made—to issue commemmoration stamps in the name of Bhakti Bhandari Basavanna of the 12th century.

With regard to postal matters I want to point out that the sub-postmasters are only equal in status to clerks whereas they have to supervise many clerks. Therefore, their status should be improved.

There are cases of defalcations also that are going on. The rules must be revised to plug the loopholes so that

losses which have increased from 56 per cent to 67 per cent may be brought down.

With regard to stability and improvement in the delivery conditions, some incentive should be introduced. Some incentive awards should be given so that express delivery letters and telegrams reach in time. I have many other points but, for want of time, I am not able to refer to them.

श्री भक्त दर्शन (गढ़वाल) : उपाध्यक्ष महोदय, आकाश विभाग के उपमंत्री जी जवाब दे चुके, जलयानों और थलयानों के माननीय मंत्री महोदय ने भी अपना वक्तव्य समाप्त कर दिया । अब एक ही विभाग रह जाता है, डाक और तार विभाग, जिसके बारे में मैं बहुत संक्षेप में अपने विचार रखूंगा ।

मैं मंत्रालय को बहुत हार्दिक बधाई देता हूं क्योंकि द्वितीय योजना में जिन लक्ष्यों को निर्धारित किया गया था उनको उसने बड़े अच्छे ढंग से पूरा कर दिया है । लेकिन फिर भी जैसा कि इस रिपोर्ट में कहा गया है हमारे देश के साढ़े पांच लाख गांवों में से २–२ प्रतिशत यानी लगभग ११ हजार गांव अभी भी ऐसे हैं जहां कि सप्ताह से अधिक देरी में एक बार डाक पहुंचती है । मनीआर्डरों के वितरण में जो अव्यवस्था हो रही है उसके बारे में कई बार मैं सदन का ध्यान आकर्षित कर चुका हूं । और जो दूसरी बातें हैं उनके बारे में मुझे आशा है कि मंत्रालय बड़ी सतर्कता से और परिश्रम से काम लेगा ।

मैं अधिक समय नहीं लूंगा । केवल दो तीन बातों की ओर ही माननीय मंत्री जी का ध्यान आकर्षित करूंगा । डाक तार विभाग के लिए भवनों के निर्माण की जो नई व्यवस्था की गई है, यद्यपि आशा है कि उससे स्थिति में पहले से अधिक सुधार होगा । लेकिन मुझे उससे पूर्ण संतोष नहीं है । मैं समझता हूं कि यह जो एडीशनल चीफ इंजीनियर की नियुक्ति की गई है उनको डाक तार विभाग के अन्तर्गत रखा जाता बजाए सी० पी० डबल्यू० डी० के तो ज्यादा अच्छा होता । साथ ही अगर उनको पी० एंड टी० बोर्ड में सदस्य के रूप में रखा जाए तो उससे कार्य में सरलता हो सकेगी । यू० पी० की रीजनल कमेटी की जो बैठक हुई थी उसमें भी हमने इस पर विचार किया था और उस समिति ने यह सिफारिश की थी कि हर एक सरकिल में कम से कम एक एग्जीक्यूटिव इंजीनियर रखा जाए और उसके साथ तीन चार असिस्टेंट इंजिनियर रखे जायें और साथ ही यह व्यवस्था की जाए कि जब कभी रीजनल पी० एंड टी० एडवाइजरी कमेटी की बैठक होती है तो वह एग्जीक्यूटिव इंजिनियर उसमें सब आंकड़े, तथ्य और तखमीने लेकर आएं और बताएं कि किन किन भवनों का निर्माण किया जा रहा है और उसमें क्या काम किया जा रहा है । इस तरीके से, मैं समझता हूं, इन कामों में काफी सहूलियत हो सकती है ।

मैं मंत्री महोदय को बहुत धन्यवाद देता हूं कि उन्होंने हमारी लिखा पढ़ी के फलस्वरूप उत्तर प्रदेश के तिब्बत के बार्डर में दो नए पोस्टल डिवीजन शुरू किए हैं । इसके लिए मैं उनका अनुग्रहीत हूं । लेकिन इस सम्बन्ध में मैं निवेदन करना चाहता हूं कि केवल डिवीजन बना देने से ही इन इलाकों का संचार व्यवस्था की दृष्टि से विकास नहीं हो सकता । कुछ और तेजी से काम करने की आवश्यकता है । खास करके वहां के कर्मचारियों की शिकायत है कि केन्द्रीय सरकार और राज्य सरकारों के जो कर्मचारी वहां हैं उनको जो बारडर एलाउंस मिलता है वह उन बेचारों को नहीं मिलता । उन्होंने ऐसा क्या कुसूर किया है कि उनको बारडर अलाउंस नहीं दिया जाता ? मैं समझता हूं कि विभाग इस पर विचार करेगा ।

[श्री भक्त दर्शन]

तीसरी बात मुझे यह कहनी है कि डाक तार विभाग के सम्बन्ध में कि यह बड़ी खुशी की बात है कि आखिर बहुत वर्षों के हम लोगों के आन्दोलन के बाद विभाग ने अतिरिक्त विभागीय कर्मचारियों के बारे में निश्चय किया और लगभग ५० लाख रुपया वार्षिक का अतिरिक्त खर्च स्वीकार किया है । लेकिन मुझे बताया गया है कि अभी भी उन सिफारिशों को अमल में लाने में बहुत समय लगेगा । लखनऊ में जो पिछले दिनों क्षेत्रीय कमेटी की बैठक हुई थी उसमें बताया गया था कि एक दो साल इसको इम्प्लीमेंट करने में लग जाएगा । मेरा निवेदन है कि दो दो तीन तीन साल से ये लोग बेचारे इन्तिजार कर रहे हैं । ये लोग हजारों लाखों की संख्या में हमारे गांवों में फैले हुए हैं । इस देरी के कारण उनमें असंतोष बढ़ता चला जा रहा है । तो मेरा विभाग से निवेदन है कि जो निर्णय विभाग ने अतिरिक्त विभागीय कर्मचारियों के सम्बन्ध में लिया है उसको इम्पलीमेंट करने में तेजी लानी चाहिए ताकि उनको जल्दी से जल्दी इसका फायदा मिल सके । और जिन सिफारिशों पर अभी तक कोई निर्णय नहीं किया गया है उनके बारे में कार्रवाई की जानी चाहिए ।

चौथी बात जो मैं संक्षेप में कहना चाहता हूं वह यह है कि जो हड़ताल हुई थी उसका हम किसी ने समर्थन नहीं किया । चन्द हमारे माननीय सदस्यों ने किया होगा । हम तो उसको बिल्कुल अदूरदर्शितापूर्ण और अनुपयुक्त मानते थे । लेकिन अब चूंकि हड़ताल समाप्त हो गई है और विभाग ने काफी उदारता का परिचय दिया है, तो मेरा निवेदन है कि जो लोग रहे हुए हैं उनको अवश्य ले लिया जाना चाहिए । और जहां तक पूर्तियन्स को रिकागनीशन देने का प्रश्न है मेरे विचार से उस पर भी जल्दी विचार करके निर्णय कर देना चाहिए क्योंकि मैं देखता हूं कि ऐसा न होने के कारण अभी भी असन्तोष बढ़ता चला जाता है । हमने अभी नई दिल्ली के उपचुनाव में देखा कि एक सज्जन जो पी० एंड टी० के कर्मचारी थे वह खड़े हो गए और उनकी वजह से कांग्रेसी उम्मीदवार हार गया । उन्होंने ऐसा प्रोपेगंडा किया कि या तो वोटर उनको वोट दे या जनसंघ के उम्मीदवार को दे या किसी को न दे । इस प्रकार बहुत से मतदाताओं ने वोट न दे कर कांग्रेसी उम्मीदवार को हराया । तो यह एक खतरनाक चीज है । इसलिये मैं खास तौर से मंत्री जी से अपील करता हूं कि अगले चुनावों के बहुत पहले उन को इस बारे में निर्णय कर लेना चाहिये । ऐसा होने पर ही हम उन की कार्यवाही को सफल समझेंगे।

सड़कों के सम्बन्ध में मुझे केवल एक निवेदन करना है । हमारे माननीय राजबहादुर जी पर्वतीय इलाकों की स्थिति से बहुत अच्छी तरह परिचित हैं और वह इस मामले में बहुत दिलचस्पी लेते रहे हैं और इस के लिये हम उन के बहुत अनुग्रहीत हैं । लेकिन मैं यह कहना चाहता हूं, जैसा कि कल मानवेन्द्र शाह जी ने भी कहा था, कि जो बारडर रोडस् डेवलपमेंट बोर्ड बनाया गया है उस के कार्य के बारे में हश हश पालिसी से काम लिया जा रहा है । अभी जब पिछले दिनों मैं ने एक प्रश्न किया था कि जोशीमठ से आगे बद्रीनाथ की सड़क के सम्बन्ध में क्या कार्य हो रहा है तो राजबहादुर जी ने जवाब दिया था कि चूंकि यह सड़क बारडर रोड डेवेलपमेंट बोर्ड के अंतर्गत है इसलिये हम इस के बारे में उत्तर नहीं देना चाहते हैं । मैं उन से यह निवेदन करना चाह रहा हूं कि हम लोग जो संसद् सदस्य हैं या जो पबलिक मैन हैं उन से तो यह बात छिपाई जाती है लेकिन जो भारत के दुश्मन हैं या जो और लोग हैं उन को सब बात मालूम है कि कहां सड़क बन रही है । आप बद्रीनाथ की सड़क को ही ले लीजिये । यद्यपि यह काम बारडर रोड डेवेलपमेंट बोर्ड के अधीन हो रहा है, लेकिन यह काम ठेकेदारों के द्वारा कराया जा

रहा है और उन के हजारों आदमी इस पर काम कर रहे हैं। तो यह कीज छिपी कैसे रह सकती है। यात्रा का सीजन सिर पर आ रहा है। जोशीमठ से आगे सड़क बहुत तंग है। अगर वहां सड़क बनाई जा रही है तो उस से यात्रियों के रास्ते में बड़ी रुकावट पैदा हो सकती है। तो मैं मंत्रालय से अनुरोध करूंगा कि वह उत्तर प्रदेश की सरकार से बात करे कि वहां पर जो सड़क का निर्माण हो रहा है उस के कारण यात्रा में बाधा न पड़े।

इसी सिलसले में मैं अन्त में यह कहना चाहता हूं कि सन् १९५६ में जब नेशनल हाईवेज का कानून बन रहा था उस समय जो हमारे उपमंत्री थे श्री अलगेशन साहब, वह बद्रीनाथ यात्रा पर गये थे। वहां से लौटने पर उन्होंने सदन में आश्वासन दिया था मेरे संशोधन पर कि जब नेशनल हाईवेज के सिलसिले में नई सड़कें बढ़ाई जायेंगी उस समय दिल्ली हरिद्वार बद्रीनाथ रोड को भी उस में शामिल किया जायेगा। मैं देख रहा हूं इस रिपोर्ट में कि तीन सड़कें जोड़ दी गयी हैं। लेकिन इस का निर्णय नहीं हो रहा है। अभी २० वर्ष के लिये हमारी सड़कों की योजना बनी है उस में भी इस सड़क को प्राथमिकता देने के लिये कहा गया है। तो मेरी समझ में नहीं आता कि इस सड़क को क्यों नहीं लिया जाता। साथ ही मेरा अपने मंत्री महोदय से यह अनुरोध है कि इस पर विचार किया जाये कि दिल्ली से हरिद्वार होती हुई बद्रीनाथ जाने वाली सड़क का सारा भार केन्द्रीय सरकार अपने हाथ में ले ले। रुपया तो वह खर्च कर रही है। मैं चाहता हूं कि उस के मेनटिनेंस का भार भी वह ले ले। उस अवस्था में हम राज्य सरकार पर जोर डाल सकेंगे कि हमारे इलाके में और सड़कें बनावे।

माननीय मंत्री जी को मालूम होगा कि फूड एंड एग्रीकल्चर मिनिस्ट्री ने एक कमेटी बनाई थी जिस का नाम था इनएक्सेसिबिल एरियाज कमेटी और उस को बहुत से पर्वतीय इलाकों पर विचार करना था जिन में उत्तर प्रदेश, लाहौल-स्पिती के इलाके, किन्नौर और हिमाचल प्रदेश का इलाका भी शामिल था। इस कमेटी ने अपनी रिपोर्ट दी और उस को बहुत अच्छा माना गया है। इस कमेटी ने कुछ सड़कों की सिफारिश की है। मैं विशेष तौर से अनुरोध करता हूं कि राज्य सरकारों से बात कर के उन सड़कों को प्राथमिकता दी जाये और तीसरी योजना में उन को सम्मिलित किया जाये।

अन्त में मैं केवल एक बात और कहना चाहता हूं। पहले ट्रांसपोर्ट मिनिस्ट्री की बहस रेलवे मिनिस्ट्री के बाद हुआ करती थी। और हम को पूरा चार पांच घंटे का समय उस के लिये मिलता था और कम्युनिकेशन मिनिस्ट्री के लिये अलग से समय मिलता था। यह मिनिस्ट्री इतनी लम्बी चौड़ी है और इस पर इतने बोलने वाले सदस्य होते हैं कि इन दोनों को एक साथ रखने से इन के प्रति न्याय नहीं हो सकता। इसलिये मैं अपील करना चाहता हूं मिनिस्टर आफ पार्लियामेंटरी एफेयर्स साहब से कि कम से कम अगले वर्ष से वह यह व्यवस्था करें कि कम्युनिकेशन्स का सबजेक्ट एक दिन डिसकस हो और उस के लिये ६ घंटे का समय रखा जाय और ट्रांस्पोर्ट जो कि इतना बड़ा सबजेक्ट है, उस को दूसरे दिन के लिये रखा जाये।

उपाध्यक्ष महोदय : अगले वर्ष के लिये जो आयेंगे वह सोच लेंगे।

श्री भक्त दर्शन : मैं कम से कम निवेदन तो कर दूं ताकि रिकार्ड में रहे कि किसी ने इस प्रकार का सुझाव दिया था कि इस पर विचार किया जाये कि ट्रांसपोर्ट और कम्युनिकेशन्स को एक दिन विचार के लिये न रखा जाये क्योंकि ऐसा करने से किसी विभाग के साथ न्याय नहीं किया जा सकता।

अन्त में मैं आप को धन्यवाद देता हूं।

Shri Thanu Pillai (Tirunelveli): Mr. Deputy-Speaker, Sir, it is very kind of you to have given me this opportunity. If we were to represent something new which the Ministry has not agreed to or has not understood, we would have commanded all our force to say something, but in deep distress I have only to point out that the Ministry which has accepted the necessity of improving or upgrading Tuticorin and Mangalore as major ports has not thought it fit to include them as yet among major ports.

The hon. Minister knows and all the members of his team of Ministers know and the hon. Prime Minister was also kind enough to say even when the first deputation met him that there is no argument about it and that it should come. But at what stage it is. One can just imagine what hopes would have been raised in the minds of the people who came in the delegation all the way from Tuticorin. Afterwards we had the occasion, the good fortune, to have the Prime Minister there and in a public meeting he said that the work on the Tuticorin Port would be expedited. Naturally, people thought that it would be taken up even in the Second Plan. But it did not find a place even in the Draft Outline of the Third Five Year Plan. We pleaded, but still there is nothing coming forth. But from the papers we find that they are still considering whether to include it or even if they have included, they have not given sufficient importance and priority to it. From what I hear, they are going to have another survey. I do not know what survey is necessary, after all the technical and commercial surveys have been completed and it has been accepted in principle that it should be included and has been recommended by the Ministry.

Sir, I am not accustomed to condemning the Planning Commission. Once I had even to defend them when something harsh and wrong was said about them. But I would like to know from the hon. Minister as to whether the elected Parliament and the Cabinet is important and superior or the Planning Commission experts are superior. Sir, the Planning Commission Members have to look into the projects of the whole country. There again they are guided by some officers, some secretaries and some assistants. That means the Secretaries of the Planning Commission are the most superior body in this world. My hon. friend Mr. Thirumala Rao a few minutes back said that the Members of the Planning Commission were superior to the Thrimurtis. I think they are even more than that. Some Secretary, or somebody, who gives advice in the name of technical opinion, can flout the opinion of this House, this Government and this Ministry.

I am very sorry that I am forced to make this observation. But I hope that the hon. Minister would be able to dispel my fears tomorrow by an announcement that this project will be completed during the Third Plan.

I am not in a position to say anything on other matters now, because I am so much overwhelmed by this one thing which has been agitating my mind and the minds of my people. I would refrain from making other remarks till I hear something from the hon. Minister.

Shri Oza (Zalawad): Sir, hon. Members who participated in the debate before the hon. Minister of Shiping were concious of the competitive claims of the different Ministries on our slender resources, both external and internal. The hon. Minister tried to make out a case that they had tried to procure as much funds as possible from the Planning Commission. But I must confess that at the end of his speech I was convinced about his helplessness rather than the justification of the resources put at the disposal of his Ministry. He asked where the funds are to come from, and enumerated several items which were essential.

Of course, all of them are very important. But I wish to put him one question. Have we not strained every nerve to earn more foreign exchange? We have got so many schemes of industrial expansion. Is not shipping a factory which goes into production on the very day on which it is purchased and starts earning foreign exchange on the very day. Other factories take a lot of time to go into production after their foundations are laid and they are started. They take a lot of time to earn foreign exchange. Shipping is the only industry which starts earning foreign exchange on the very next day. History is going to pass a very severe verdict on the present Ministry for not procuring enough resources for building up the shipping industry in this country. I am so sure about it. As has been pointed out by several hon. Members it is rather very sad that we are wasting away so many crores of rupees of foreign exchange, because we cannot procure sufficient funds for this very vital and important aspect of development.

This immediately brings me to other problems. The hon. Minister referred to intermediate ports. We have also got the Report of the Intermediate Ports Committee. I think he should pay more attention to those areas which are removed far away from coalfields. There are areas which are experiencing a lot of difficulties because of the long haulage of coal from the coalfields to the western coast, and we know that so many factories are going out of commission and getting closed because coal cannot be brought. So it is good that the hon. Minister is now giving some consideration to the development of intermediate ports. In this connection I would request him to pay special attention to the intermediate ports of Saurashtra and Gujarat. These are far removed from the coalfields and, as I said, so many factories are being closed because coal cannot be procured through railway wagons. Even in the eastern region coal shortage is felt; so what to talk of the western region which is far away? The hon. Minister should therefore put adequate funds for the development of intermediate ports like Nowlakhi, Bedi, Verawal, Porbunder, Bhavanagar and others because they will fulfil a very useful purpose. The hon. Minister is making available more ships for moving coal. But that is not enough. He has to rationalise the freight, because merely asking the industrialists to move coal from the coalfields by steamers would be very costly. So the hon. Minister must give some subsidy to those persons who import coal through these ports, and unless that is done, I think it would be very costly for these industries to run.

19 hrs.

I would request the hon. Minister to develop the roads in those areas also. For instance, the national highway in Saurashtra from Ahmedabad to Kandla and from Ahmedabad to Porbunder is languishing for so many years. Papers get passed between the Centre and the States, this plan or that design is not approved, and for the last six or seven years this national highway could not be completed. The result is that even the State does not improve some of the roads. The roads are in a very bad plight. The hon. Minister should take up the programme of building the national highway from Kandla to Ahmedabad and from Ahmedabad to Porbunder. He should see that all the formalities are observed as early as possible and that it comes into being at an early date.

I would also request the hon. Minister to extend the national highway from Jetpur to the Gir forest. The Gir forest is the only place in India where lions can be found, and this will promote tourist traffic also. It is not far away and if a diversion is taken this can easily be done. As a result of the tourist traffic that we would attract we would be able to earn some foreign exchange by this.

Then I will put in a suggestion for a Posts and Telegraphs Circle for Gujarat which is now a separate State There are a lot of difficulties there

[Shri Oza]

Unless there is a separate circle, the administrative machinery will not be geared.

I do not want to go into so many small complaints in regard to posts and telegraphs and telephones. So many friends have related sad stories in that respect. So I do not want to dilate on that. But unless there is a separate circle, I do not think the administrative machinery can be geared. Close supervision and inspection are required. It is under consideration, and I hope the Ministry will take up this matter and finalise the proposals as soon as possible.

Sir, I have so many other points to make, but looking to the time I will conclude with this.

श्री हेमराज (कांगड़ा) : उपाध्यक्ष महोदय, मैं आप का आभारी हूं कि आप ने मुझे बोलने का मौका दिया है । बहुत से प्वायंट्स कवर हो चुके हैं । हर एक माननीय सदस्य ने मिनिस्ट्री को बधाई दी है और मैं समझता हूं कि वह इस की मुस्तहक भी है । सैकंड फ़ाइव यीअर प्लान में जो टारगेट्स निर्धारित किये गये थे, चाहे वे सड़कों के बारे में हों, या डाकखानों और तारघरों के बारे में हों, वे सब के सब पूरे किये गये हैं । मैं यह अर्ज करना चाहता हूं कि हमारे डाकखाने एक तरफ तो बचत का आन्दोलन चला रहे हैं, लेकिन दूसरी तरफ़ गांवों में लोगों को रुपया जमा कराने के बारे में सहूलियतें कम हैं और एक्स्ट्रा-डिपार्टमेंटल या डिपार्टमेंटल सब-आफ़िसिज़ बहुत कम खोले गये हैं । इस सम्बन्ध में एक माननीय सदस्य ने यह सजेशन दिया था कि कुछ पोस्ट आफ़िसिज़ को सेविंग बैंक का काम करने दिया जाये, लेकिन मैं समझता हूं कि बेहतर यह होगा कि ब्रांच पोस्ट आफ़िसिज़ के दरमियानी हिस्से में—कुछ ब्रांच पोस्ट आफ़िसिज़ के दरमियान में कोई न कोई एक्स्ट्रा डिपार्टमेंटल या डिपार्टमेंटल सब-आफ़िस बना दिये जायें, ताकि लोगों को सेविंग बैंक एकाउंट खोलने का मौका मिल जाये । जिस तरह की मेरी कांस्टिट्युएंसी है और जो पहाड़ी इलाका है, वहां पर तो खास तौर पर मिलिट्रीमैन अधिक तादाद में रहते हैं और आपने मेरी इस तजवीज़ को मान लिया तो उनको अपनी पैंशन इत्यादि लेने में बहुत ज्यादा सहूलियत हो जाएगी ।

डाकखानों के बारे में मैं एक बात और कह देना चाहता हूं । लाहौल और स्पिति का एक नया जिला पंजाब गवर्नमेंट ने बनाया है और वहां पर पंजाब गवर्नमेंट ने अपने मुलाजिमों के लिए जो कम्पेंसेटरी एलाउंस रखा है वह जितनी उनकी तनख्वाह है उसके बराबर रखा है । जितनी तनख्वाह उनको दी जाती है उतना ही कम्पेंसेटरी एलाउंस दिया जाता है । लेकिन हमारी जो केन्द्रीय सरकार है वह ऐसा नहीं करती है इसका नतीजा यह है कि वहां पर कोई आदमी जाना नहीं चाहता है । मुझे याद है कि लाहौल में केलांग में एक आदमी को लगाया गया था । उसको उसके मकान पर तनख्वाह नहीं मिली और वह मर गया । वह वापिस नहीं आ सका । वहां पर लोग जाना नहीं चाहते हैं । वहां रास्ते आठ महीने तक बंद रहते हैं, सिर्फ चार महीने के लिए ही खुलते हैं । मैं चाहता हूं कि वहां आपका कम्पेंसेटरी एलाउंस वही हो जो स्टेट गवनमेंट देती है ।

अब मैं हरकारों की तरफ आपकी तवज्जह दिलाना चाहता हूं । उन बेचारों की भी बहुत बुरी हालत है । उनको छ: महीने या सात महीने चलना पड़ता है, बरफ में से गुजरना पड़ता है, जान को हथेली पर रख कर चलना पड़ता है और उनका जो काम है वह बहुत कठिन है । मैं चाहता हूं कि उनकी तनख्वाह में भी आपको इजाफा करना चाहिये । आज होता यह है कि जितने महीने वे काम करते हैं उतने महीनों की आप उनको

तनख्वाह देते हैं और बाकी महीनों के लिए उनको कहते हैं कि छुट्टी चले जाओ। इस तरह से उनकी जो सर्विस है वह कंटिनुअस नहीं है। मैं चाहता हूं कि कंटिनुअस सर्विस का उनको फायदा पहुंचाया जाए और उनकी जो तनख्वाह है उसको भी बढ़ाया जाए।

स्नो बाउण्ड जो एरियाज हैं, उनके लिए खास तौर से, जो रूल आपने बनाया है, घाटा डालने का, १००० का, इसमें भी तरमीम आपको करनी चाहिये ताकि वहां पर आसानी से पोस्ट आफिस खुल सकें और काम अच्छी तरह से चल सके।

कांगड़ा और कुल्लू और खास तौर पर पालमपुर का जो इलाका है, उसके बारे में मैं कुछ कहना चाहता हूं। वहां पर टेलीफोन कनैक्शंज लेने के लिए लोगों ने दरख्वास्तें दी हैं और इस बात को मेरे ख्याल में दो दो साल तक हो गए हैं, लेकिन उनको अभी तक टेलीफोन कनैक्शन नहीं दिए गए हैं। जो बिजिनेस कम्युनिटी के लोग वहां हैं, उनको इसकी बहुत जरूरत है लेकिन अभी तक कुछ भी नहीं हो पाया है। इसी तरह से कुछ ऐसे पब्लिक काल आफिसिस हैं जिन को खोलने के लिए आपने मंजूरी तो दे दी है, उस वैली में, लेकिन अभी तक दो दो साल गुजरने के बाद भी, खोले नहीं गए हैं। मैं चाहता हूं कि इस ओर भी आपका विशेष तौर से ध्यान जाना चाहिये।

जहां तक रोड्स का ताल्लुक है, मुझ से पहले दूसरे भाइयों ने स्नो बाउंड एरियाज के बारे में या इनएक्सेसिबल एरियाज के बारे में कुछ बातें कही हैं और मैं आशा करता हूं कि उन की ओर आपका ध्यान जाएगा। मैं भी एक ऐसे इलाके से आता हूं जहां पर कुछ एरिया तो इनएक्सेसिबल है और कुछ स्नो बाउंड। आपके चीफ इंजीनियर्ज ने जो २० यीअर रोड प्रोग्राम बनाया है और जो रिपोर्ट निकाली है, उसमें उन्होंने एक प्रिंसिपल एनसिएट किया है। उन्होंने कहा है कि मैटल्ड रोड से कोई भी डिवेलेप्ड एरिया चार मील से ज्यादा के फासले पर नहीं होना चाहिये, अंडर-डिवेलेप्ड १२ मील से ज्यादा के फासले पर और सेमी-डिवेलेप्ड ८ मील से ज्यादा फासले पर। यह जो उसूल बनाया गया है, इसको तसलीम कर लिया जाना चाहिये। लेकिन इसके साथ साथ मैं यह भी कहना चाहता हूं कि यह उसूल मैदानी इलाकों के लिए तो ठीक है लेकिन जो पहाड़ी इलाके हैं वहां पर यह उसूल काम नहीं कर सकता है और उनके केस में इसको लिबरल बनाया जाना चाहिये। पहाड़ों पर जहां पर कि मीन्ज आफ कम्युनिकेशन की बड़ी जरूरत है, इस फासले को आपको कम करना होगा और मैं चाहता हूं इसको आधा कर दिया जाए। अगर आपने ऐसा किया तो वहां पर तरक्की के कुछ काम हो सकते हैं, वर्ना नहीं। एक इनएक्सेसिबल एरियाज कमेटी है जिसका मैं भी मैम्बर हूं। उसने भी खास तौर पर कहा है कि यह जो उसूल है यह प्लेन्ज के लिए तो ठीक है लेकिन पहाड़ी इलाकों में नहीं चल सकता है। अगर इसको वहां पर भी लागू करने की कोशिश की गई तो उनका डिवलपमेंट नहीं हो सकता है।

हिमाचल का जो इलाका है वह सेंट्रल गवर्नमेंट के अंडर है और वह भी पहाड़ी इलाका है। मैं जहां से आता हूं कांगड़ा कुल्लू वैली से वह पंजाब के अंडर है और यह भी पहाड़ी इलाका है। महासू डिस्ट्रिक्ट हिमाचल प्रदेश में है और वहां से कांगड़ा कुल्लू वैली में अगर आना होता है तो बीच में दरिया सतलुज पड़ता है। वहां से एक सड़क आप बनाते चले आए और बीच में सतलुज आ गया। अब वहां पर जब तक दो पुल न बन जायें, तब तक ट्रक्स इत्यादि गुजर नहीं सकते हैं। लूणी और रामपुर बशहर दो जगहें ऐसी हैं जहां पर पुलों की आवश्यकता है। पहले झगड़ा था कि ये पुल हिमाचल को बनाने चाहिये या पंजाब गवर्नमेंट को। बहुत खतोकतावत के बाद पता चला और यह फैसला

[श्री हेम राज]

हुआ कि ये पुल हिमाचल प्रदेश के हैं । इस साल का बजट जब मैंने देखा तो उसमें पाया कि ये दोनों पुल जो हैं, उनके लिए कोई व्यवस्था नहीं की गई है । मैं दरख्वास्त करता हूं कि यह लूरी और रामपुर बशहर के जो दो पुल हैं, उनको जल्दी बना दिया जाए । इन के न बनने से कुल्लू वैली की जो एग्रिकचर प्रोड्यूस है, वह सारी की सारा जाया चली जाती है, शिमला नहीं जा सकती है क्योंकि रास्ते में ये दो पुल नहीं ह । मैं प्रार्थना करता हूं कि इस ओर भी आपका ध्यान जल्दी जाना चाहिये ।

एक सड़क है जो पठानकोट से चलती है और यह नैशनल हाईवे नम्बर १ ए है । आपकी एक सड़क जाती है कुल्लू को और वहां से कज्जा और कज्जा से कौरिक, इसको नैशनल हाइवे बनाया जाए । उधर हिमाचल प्रदेश की टैरिटरी है और तिब्बत के साथ उसका बोर्डर लगता है और उसकी सड़क उसके साथ साथ चलती है । हिन्दुस्तान तिब्बत रोड बन रही है और नामग्याल तक जा रही है । इधर से पंजाब गवर्नमेंट की एक सड़क बन रही है जो कि कौरिक तक जा रही है । अब कौरिक से नामग्याल, इसको अगर एक नशनल हाईवे बना दिया जाए तो जो यह सारा एरिया है, यह एक सर्किल बन जाएगा । इस वास्ते मैं सुझाव देना चाहता हूं कि पठानकोट से कुल्लू, कुल्लू से गाजा, कागा से कौरिक एक नैशनल हाईवे बना दिया जाए और इसके साथ ही साथ कौरिक से नामग्याल को भी इसी में शामिल कर लिया जाए ।

चीन की हरकतों की वजह से शायद आपका ध्यान हमारी तरफ गया है और चीन का डर ही सही, मुझे खुशी है कि आप उधर तवज्जह करने तो लगे हैं और मैं आशा करता हूं कि जो सुझाव मैंने दिए हैं उन पर विचार किया जाएगा और उनको अमल में लाने की कोशिश की जाएगी ।

Mr. Deputy-Speaker: How many more hon. Members want to speak?

An Hon. Member: Only two.

Mr. Deputy-Speaker: Dr. Melkote, and Shri Padam Dev.

Shri Bishwanath Roy (Salempur): He does not want to speak.

श्री पद्म देव (चम्बा) : बोलना चाहता हूं लेकिन चूंकि देर बहुत हो गई है, इस वास्ते . . . .

Mr. Deputy-Speaker: I can assure the hon. Members of one thing. If I get their names recorded in the proceedings, they will have prior chance during the discussion of the Finance Bill. That is what I can assure Dr. Melkote, Shri Padam Dev, Shri Bishwanath Roy, Shri Subbiah Ambalam and Shri Liladhar Kotoki. All these Members shall have prior chance when the Finance Bill is discussed. Now I call upon the hon. Minister.

The Minister of Transport and Communications (Dr. P. Subbarayan): I trust after this very long debate, you do not expect me to go on for a length of time. But I would like to thank hon. Members who have found something to congratulate us on the way this Ministry has carried on its business during the past year.

Shri Muhammed Elias (Howrah): What about those who have criticised? Will they not be thanked?

Dr. P. Subarayan: Of course, I know my hon. friend, Shri Muhammed Elias. But I do not count him among those who complimented us. I know what party he belongs to and what he is capable of saying also.

Mr. Deputy-Speaker: The rest might be done tommorrow.

19.10 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, April 7, 1961/Chaitra 17, 1883 (Saka).

[*Thursday, April, 6, 1961/Chaitra 16, 1883 (Saka)*]

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2853	Working of cotton and jute mills Sidhpur (Gujarat)	9600
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2856	Copper and Zinc for industries in Maharashtra	9601
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2861	Remodelling of Tehar Village (Delhi)	9603
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2863	Work and Orientation centres in Jammu and Kashmir	9604
2864	Development of Dhaka Village by Delhi Corporation	9604—05
2865	Housing Ministers' Conference at Udaipur	9605
2866	Programme Advisory Committee, Jullundur	9606
2867	Development of rural areas	9606—07
2868	Prices of cloth	9607
2869	Second Five Year Plan and Manipur	9607—08
2870	National Small Industries Corporation	9608
2871	Prices of cloth	9609
2872	National Archieves of Nepal	9609—10
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2875	Export of wool from Rajasthan	9611—12
2876	State participation in the small private Ltd., companies	9612
2877	E.C.A.F.E. meeting	9613
2878	Closure of cloth mills in Gujarat	9613—14
2879	Companies in which Orissa Government have shares	9614
2880	Fire-proof chemical solution	9614—15
2881	International tea convention in Calcutta	9615

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S.Q. No.	Subject	COLUMNS
2882	Plastics and Linoleum Export Promotion Council	9615—16
2883	Employees of the Indian Embassy in New York	9616—17
2884	Tibetan Leader's entry into Darjeeling District	9617
2885	Export of tea	9618
2886	Production of tea	9618
2887	Export of bamboos to East Pakistan	9619
2888	Khadi uniforms	9619—20
2889	Aid to Sikkim and Bhutan	9620—21
2890	Concord of Indian Insurance Company Limited, New Delhi	9621
2891	Assam displaced persons camps	9621—23

MOTIONS FOR ADJOURNMENT 9623—32

The Speaker withheld his consent to the moving of two adjournment motion given notice of by Sarvashri Hem Barua, S. M. Banerjee and Muhammed Elias regarding the kidnapping of Lt. Col. Bhattacharjee an officer of the Government of India, by Pakistani armed policemen from Baira village in West Bengal.

PAPERS LAID ON THE TABLE 9632

(1) A copy of the Report of the Ganga Brahmaputra Water Transport Board for the year 1960.

(2) A copy of the Metalliferrous Mines Regulations, 1961, published in Notification No. G. S. R. 337 dated the 11th March, 1961, under sub-section (7) of Section 59 of the Mines Act, 1952.

COLUMNS

MINUTES OF ESTIMATES COMMITTEE LAID ON THE TABLE 9632

The minutes of sittings of the Estimates Committee relating to the 110th, 111th, 112th and 113th Reports on the Posts and Telegraphs Department and 114th Report on Overseas Communications Service.

REPORTS OF ESTIMATES COMMITTEE—PRESENTED 9634

Hundred and Twenty-fourth Report and Hundred and thirty-third Report were presented.

STATEMENT BY MINISTER 9634

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda) made a statement correcting the reply given on the 8th March 1961 to Starred Question No. 659 regarding residential accommodation for employees in New industries.

DEMANDS FOR GRANTS 9638—9826

Discussion on Demands for Grants in respect of the Ministry of Transport and Communications continued. The discussion was not concluded.

AGENDA FOR APRIL 7, 1961/ CHAITRA, 17, 1883 (*SAKA*)—

Further discussion and voting on the Demands for Grants in respect of the Ministry of Transport and Communications. Discussion on Private Members Bills.

GMGIPND—LSII—92(Ai) LSD—16-4-61—900